City of Fremont
A World Class Site for Major League Baseball

Appendix

December 22, 2009

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Additional Background Materials

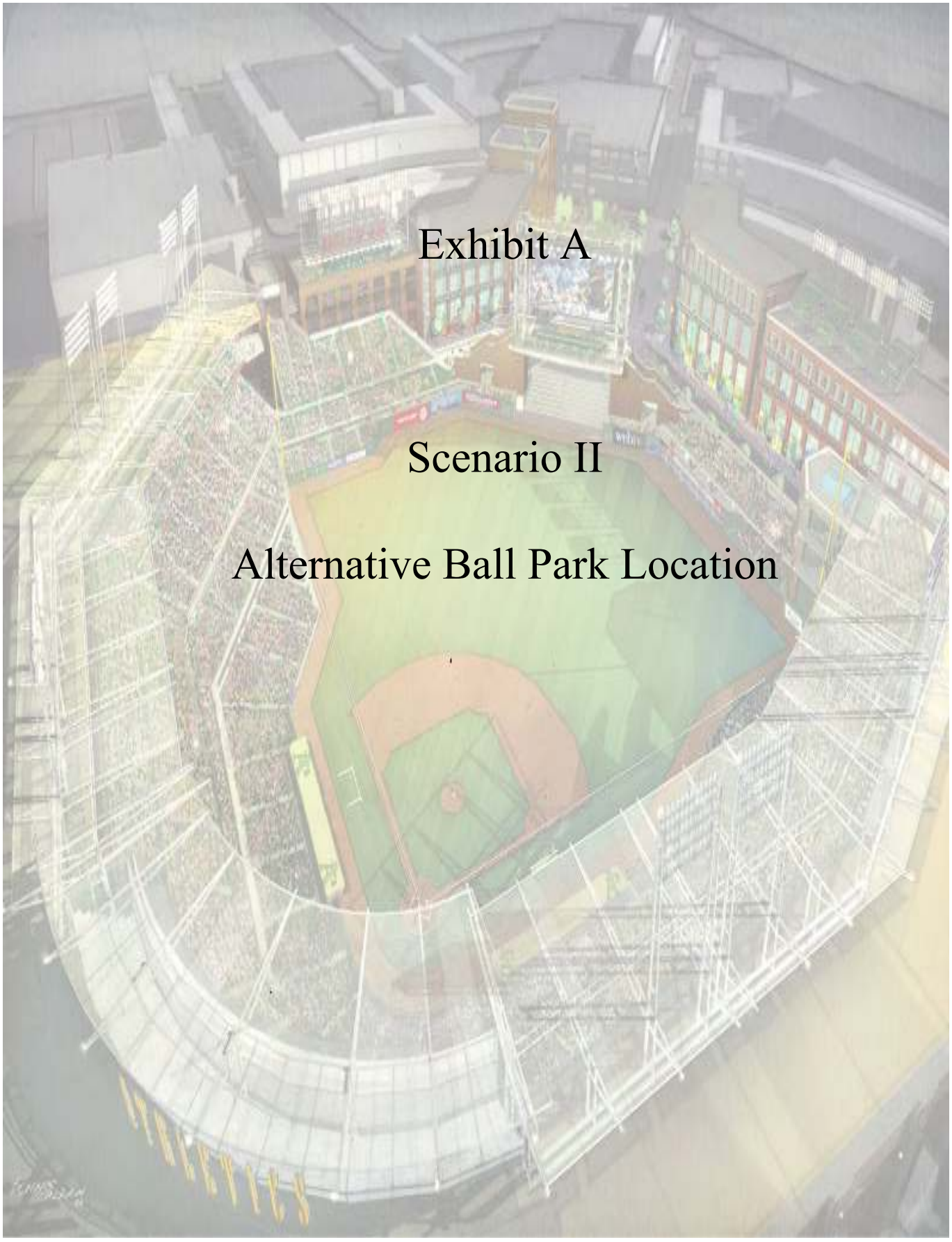


Exhibit A

Scenario II

Alternative Ball Park Location

APPENDIX A: SCENARIO II (ALTERNATIVE BALLPARK LOCATION)

APPENDIX A: SCENARIO II (ALTERNATIVE BALLPARK LOCATION)

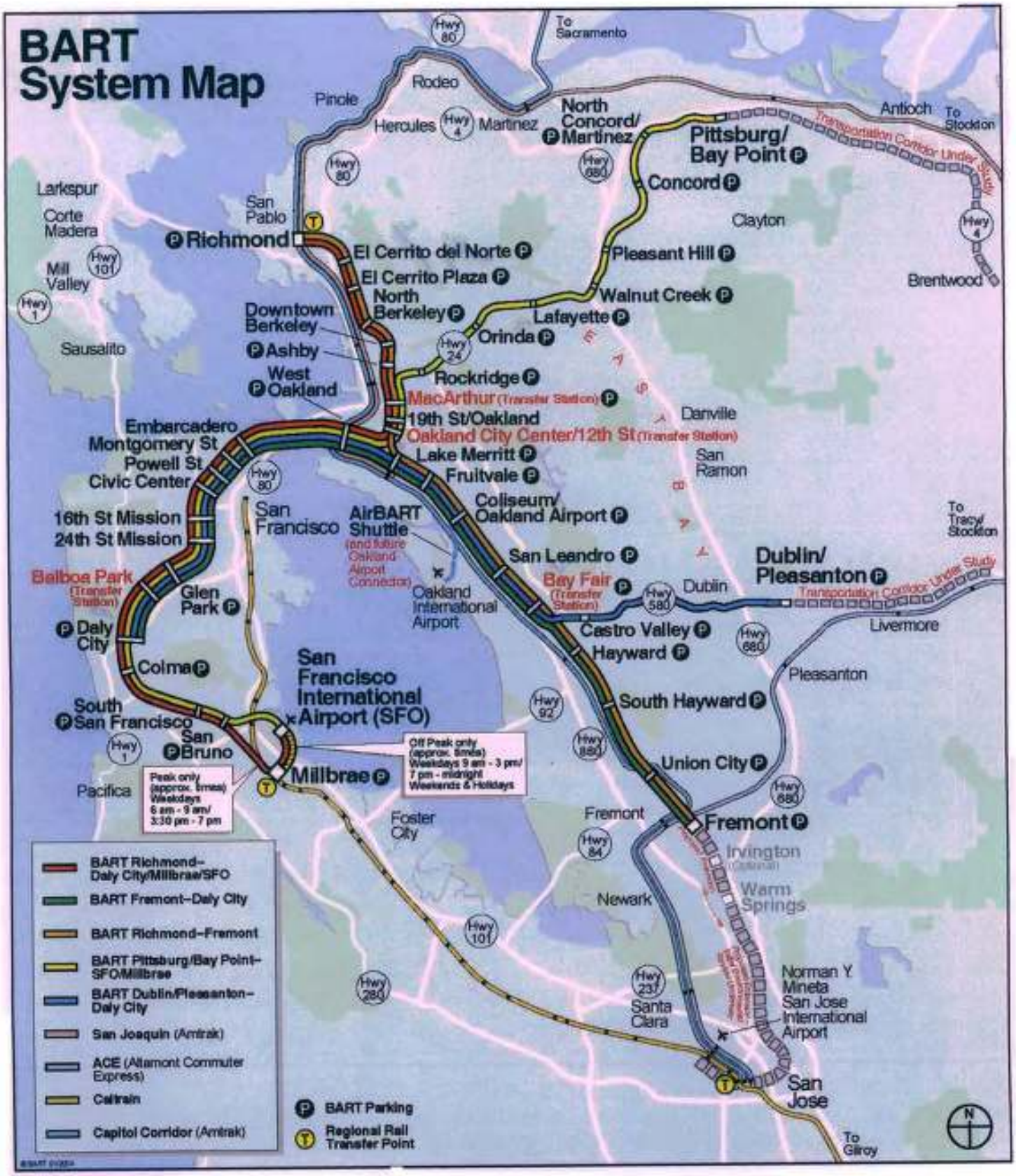
Exhibit B

Maps:

Aerial Map with Site Access & BART System Map

APPENDIX B: AERIAL MAP (SITE ACCESS TO WARM SPRINGS BART)

APPENDIX B: BART SYSTEM MAP



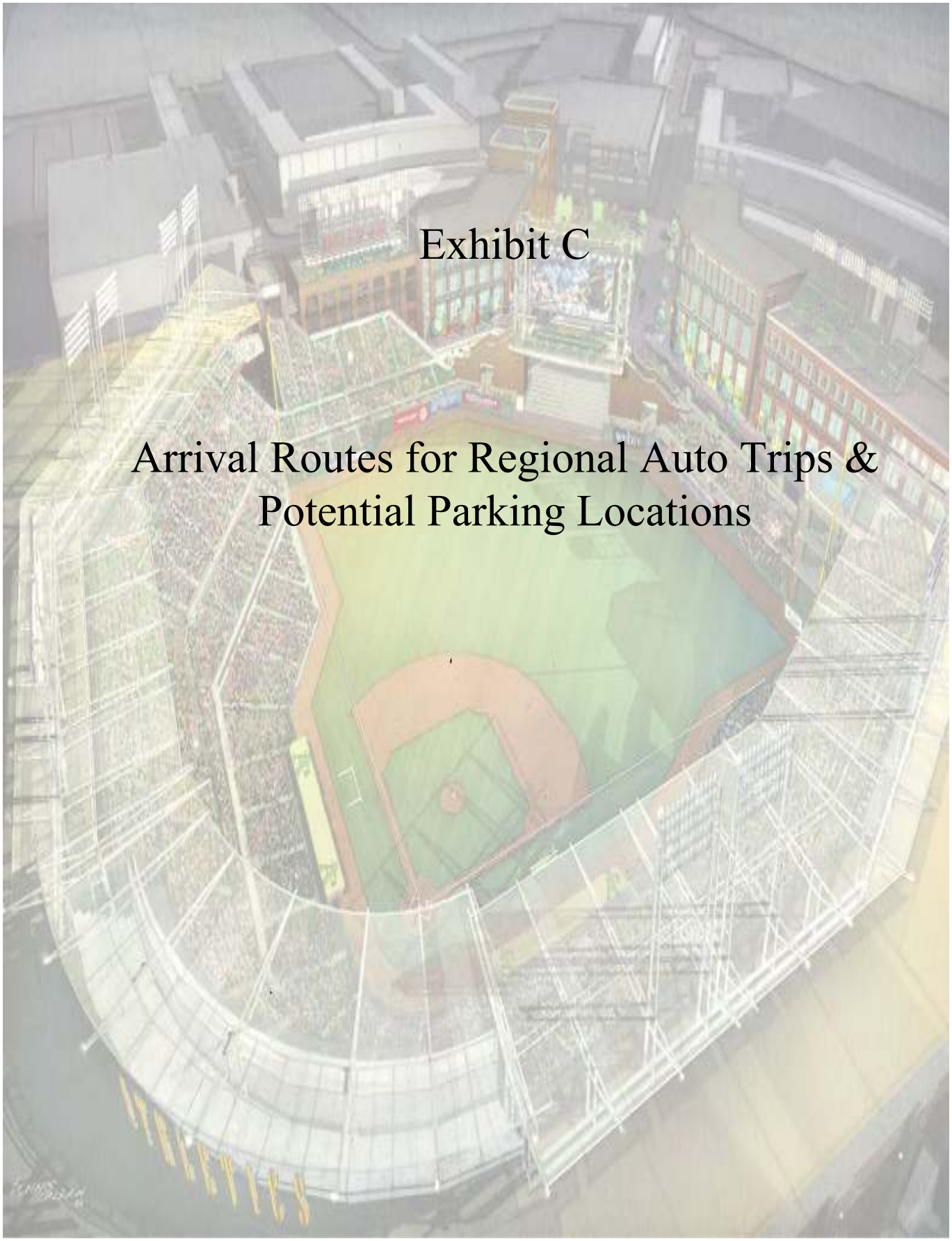
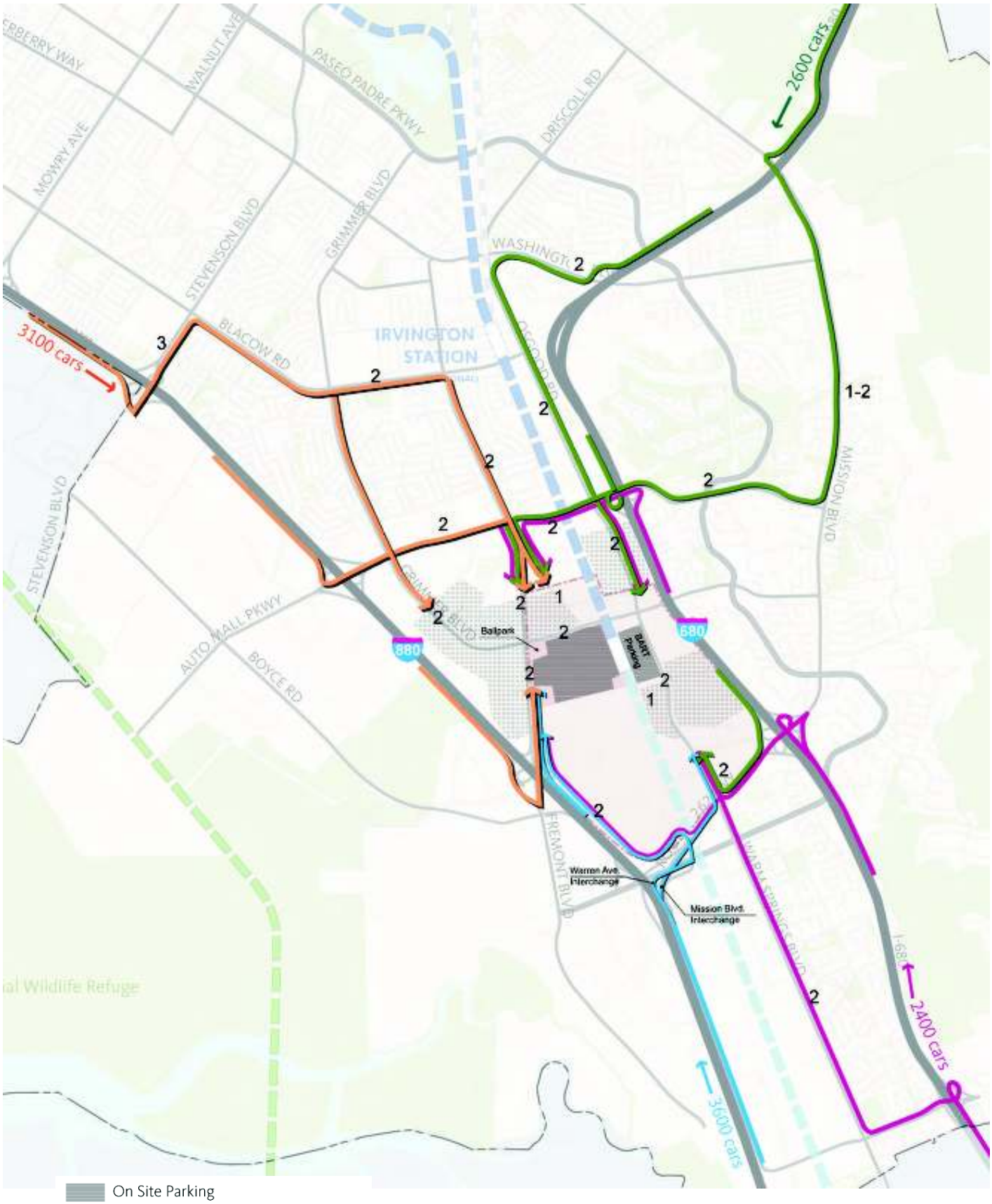


Exhibit C

Arrival Routes for Regional Auto Trips & Potential Parking Locations

APPENDIX C: ARRIVAL ROUTES FOR REGIONAL AUTO TRIPS AND POTENTIAL PARKING LOCATIONS



APPENDIX C: ARRIVAL ROUTES FOR REGIONAL AUTO TRIPS

The following analysis is based on the A's Ballpark Trip Model prepared by Hexagon Transportation Consultants as part of the Traffic Study for the A's Ballpark Village Environmental Document. See the e-mail following this analysis from Brett Walinski of Hexagon to Jim Pierson of the City. The Trip Model prepared by Hexagon, as documented in the e-mail determined that for the A's Ballpark Village:

- 30% of arrivals come from the north using the I-880 southbound corridor
- 21% come from the Tri-Valley (northeast) using I-680 southbound corridor
- 43% come from the south using either the northbound I-880 corridor or the northbound I-680 corridor
- 6% are trips on the local roadway system from Fremont, Newark or Milpitas

The direction of approach should be no different for the proposed Ballpark location at the NUMMI site from what it was for the prior Ballpark Village site west of I-880 with the exception of the split between northbound I-880 and I-680 trips coming from the south.

The mode of arrival assumptions include 10% of the trips, or 3600 trips, on BART and 1200 trips (3.3%) using charter buses (no allowance has been made for walk-ins or local bus trips). Charter bus trips can come from any area and therefore were assumed to be distributed proportionately for each direction of travel (although none were assumed for the 6% of local trips - these bus trips were added to the bus trips coming from the south because no BART service is available). BART trips can only come from the north, either from the I-880 southbound corridor trips or the I-680 southbound corridor trips. Three quarters of the BART trips were assumed to come from the I-880 southbound corridor because a BART trip from the Pleasanton/Livermore (Tri-Valley) area requires a transfer and is not as direct as using I-680 south.

Based on the above, the number of cars in the four freeway approach corridors was calculated as follows:

Southbound I-880

30% of trips = 10,800 (out of 36,000)
Subtracting 356 trips (3.3%) for charter bus trips = 10,444
Subtracting 2,700 BART trips (3/4 of 3600) = 7,744 trips
Dividing by 2.5 people per car = 3098 cars (use **3100 cars**)

Southbound on I-680

21% of trips = 7560
Subtract 250 bus trips (3.3%) = 7310
Subtract 900 BART trips (1/4 of 3600) = 6410 trips
Dividing by 2.5 people/car = 2564 cars (use **2600 cars**)

Northbound on I-880 and I-680

43% of trips = 15,480
Subtract 594 bus trips (remainder of 1200 trips) = 14,886 trips
Dividing by 2.5 people/car = 5,954 cars

Based on the distribution of households in Santa Clara County it was determined that approximately 60% of the trips from Santa Clara County would utilize I-880 northbound to reach the ballpark and 40% would utilize I-680 to reach the ballpark.

Northbound on I-880

Using 60% of 5,954 cars = 3572 cars (use **3600 cars**)

Northbound on I-680

Using 40% of 5,954 cars = 2382 cars (use **2400 cars**)

The number of car trips arriving from each of the above routes is shown on the map entitled "Arrival Routes for Regional Auto Trips" (on page?). In addition, this map also shows the likely interchanges to be used by cars for each of these corridors to conveniently access the site. Although there are six primary interchanges within 1.5 miles of the ballpark site (I-880 at Auto Mall Parkway, Fremont Blvd., Warren Ave. and Mission Blvd. (SR 262) and I-680 at Auto Mall Pkwy., and Mission Blvd.) it is likely that some patrons will find it more convenient to use one of the four secondary interchanges that can easily access the site (I-880 at Stevenson Blvd. and I-680 at Mission Blvd (north), Washington Blvd. and Scott Creek Road). The local street routes that can be used to reach the ballpark from each of these interchanges for each approach direction are also shown on the map. South Grimmer Road is proposed to be closed at I-680 on game days to prevent ballpark travel through the adjacent neighborhood. The map also provides the number of lanes on each street approaching the ballpark as well as the locations of on-site and off-site parking available.

From: "Brett Walinski" <bwalinski@hextrans.com>
To: "Jim Pierson" <JPierson@ci.fremont.ca.us>
Date: 3/27/2008 2:11 PM
Subject: A's Ballpark trip model
Attachments: Table 1.pdf; Figure 1 - 4.pdf

CC: "Kunle Odumade" <KOdumade@ci.fremont.ca.us>, "Shannon Allen" <Shannon.Al...

Hello Jim,

Per your request, below is a brief description of the trip distribution method Hexagon developed for the A's Ballpark study.

Hexagon developed a formula that predicts the likelihood that the residents of a particular City within about 60 miles of the A's ballpark would purchase tickets to a ballgame. The formula is based on the ticket purchasing habits of the A's existing fan base per the A's credit card receipt data. The formula correlates the distance from the existing stadium, the number of households in each City (per ABAG), the purchasing power per household (derived per ABAG mean income), and apparent biases in the A's fan base given the proximity of the SF Giants. The data are summarized on Table 1. The findings were as follows:

1) Figure 1 shows the correlation between distance to the stadium and the number of households per City (each data point represents the characteristics for a City). As shown, the best fit curve has a R^2 correlation of only 0.22, which means that although distance and number of households appear to be an important factor, other factors clearly are important.

2) Figure 2 shows the correlation between distance and the purchasing power of each City. Purchasing power reflects both the number of households per City AND the income per household. Purchasing power was defined as median income of each household minus $45,000. The data show a clearer correlation between distance, number of households, and purchasing power. The R^2 correlation improved to 0.52.

3) Figure 3 shows a correlation that was shown to be statistically relevant due to geographic preferences of the A's fan base. We called this the Giants bias. Given income and population, many peninsula Cities are much less likely to purchase tickets to an A's game than they should (probably because this is Giants territory). In contrast, many Cities in the tri valley area were much more likely to purchase tickets to an A's game (this appears to be predominately A's territory). When the territory biases are factored in, the resulting R^2 correlation improves to 0.64.

We acknowledge that any attempt to predict a behavior as complex ticket purchasing has limitations. The current method does not account for: 1) distance is not a perfect proxy for travel time to the stadium (influence of BART/transit); 2) mean household income is not a perfect proxy for disposable income (which could vary by household wealth); 3) demographic, cultural differences, and recreational preferences in areas; 4) limitations inherent in the ticket data, 5) household location is not a perfect proxy for trip end locations (some people may be driving from work); and 6) effects of marketing efforts. Without

extensive surveys of A's and Giants patrons, we do not believe we can be more accurate than the 0.64 R^2 correlation achieved. However, despite the limitations, the formula appears to provide a reasonable estimate of ticket purchases by City. And, when the data are aggregated to formulate general approach and departure, the error is reduced (for instance, people who live south of the ballpark are also most likely to work south of the ballpark). Because this method is objective, reproducible, and statistically relevant, we believe it represents the best possible estimate of trip making activities to/from A's games.

When the formula is applied to the Alameda County TDF model for the new ballpark location in Fremont, the results show approximately (See Figure 4):

Coming from the north I-880: 30%
Coming from the south I-880/I-680: 43%
Coming from tri valley I-680: 21%
Misc land uses in Fremont/Newark: 6%

F&P previous estimate was:

Coming from the north I-880: 40%
Coming from the south I-880/I-680: 40%
Coming from tri valley I-680: 15%
Misc land uses in Fremont/Newark: 5%

The distributions developed by F&P and Hexagon are reasonably similar. However, Hexagon's distribution shows a slightly higher draw from the south and east. Per our meeting, we are moving forward with our distribution. If you have any questions, feel free to give me a call.

-Brett

Brett Walinski, P.E.
Principal Associate

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Table 1

Data for Alameda, Contra Costa, Marin, San Fransico, San Mateo, and Santa Clara Counties

-1.0944 Factor Multiplied by LN
4.5302 Factor Added to LN

$ 45,000.00

City	Total Ticket Sales (Form A's Credit Card Info, 2007 season)	Total Households /a/	Mean Income Per Household /a/	Purchasing Power (Households x Mean Household Income - $45,000)	Tickets/ Household	Miles between City Centriod and Ballpark (Miles) /b/	Tickets/ $100,000 of Purchasing Power	County	TERRITORY BIAS CALCULATION: Predicted tickets / $100k of purchasing power (From Raw Data)	Difference	% Reduction	Territory Factor	Tickets/ $100,000 of Purchasing Power factored for Territory	FORMULA PREDICTION: Yearly Tickets Predicted	Yearly Tickets Normalized	Normalized Gameday Tix Pedicted (No Territory Adjustment)	FORMULA PREDICTION WITH TERRITORY FACTOR: Adjustment for Season	Adjustment for Game	Final Ticket Sales for Sellout Game of 34,000 fans	Final Ticket Sales for Season	ERROR MEASUREMENTS: Difference of Predicted - Actual	Absolute % Error	Weighted Error	Absolute Value of Weighted Error	
Alameda	28,627	30,980	$ 88,500.00	$ 1,347,630,000.00	0.92	4.9	2.124247753		2.790940992			1	2.124247753	37,610	32,538	1,091	32,538	1,091	1,223	36,456	7,831	21%	783119%	783119%	
Alamo	8,213	8,420	$ 233,400.00	$ 1,586,328,000.00	0.98	28.1	0.517738559	T	0.980337992	-4.866	-33%	0.5476	0.283514254	15,234	13,179	442	24,087	807	904	26,957	18,754	70%	1875385%	1875385%	
Albany	3,934	7,130	$ 77,900.00	$ 234,577,000.00	0.55	14.7	1.677051263		1.588619703			1	1.677051263	3,726	3,223	108	3,223	108	121	3,612	-322	-9%	-32231%	32231%	
Antioch	10,540	33,090	$ 83,300.00	$ 1,267,347,000.00	0.32	42.3	0.831658575		0.431905013			1	0.831658575	5,474	4,735	159	4,735	159	178	5,306	-5,234	-98%	-523413%	523413%	
Belmont	1,197	10,740	$ 127,400.00	$ 884,976,000.00	0.11	25.8	0.135257905	P	0.972990156	-6.252	-73%	2.7265	0.368786128	8,610	7,449	250	2,732	92	103	3,081	1,864	61%	186422%	186422%	
Berkeley	24,718	45,530	$ 83,500.00	$ 1,752,805,000.00	0.54	14.6	1.410116350		1.598090039			1	1.410116350	27,977	24,204	812	24,204	812	909	27,120	2,402	9%	240220%	240220%	
Brentwood	7,789	14,400	$ 91,600.00	$ 671,040,000.00	0.54	48.9	1.160735575		0.273227617			1	1.160735575	1,833	1,586	53	1,586	53	60	1,777	-6,012	-338%	-601182%	601182%	
Burlingame	1,860	13,010	$ 119,600.00	$ 970,546,000.00	0.15	27.1	0.201948182	P	0.919190288	-5.758	-65%	2.7265	0.550518954	8,921	7,718	259	2,831	95	106	3,172	1,312	38%	121160%	121160%	
Campbell	6,100	16,510	$ 83,800.00	$ 640,588,000.00	0.37	38.8	0.952250120		0.626424882			1	0.952250120	3,372	2,917	98	2,917	98	110	3,269	-2,831	-87%	-283132%	283132%	
Castro Valley	19,861	22,170	$ 100,000.00	$ 1,219,350,000.00	0.89	8.7	1.614056670		2.162859281			1	1.614056670	26,389	22,813	765	22,813	765	857	25,562	5,881	23%	588064%	588064%	
Clayton	4,084	4,000	$ 134,800.00	$ 356,600,000.00	1.02	32.5	1.135706340		0.720330846			1	1.135706340	2,590	2,241	75	2,241	75	84	2,511	-1,573	-63%	-157335%	157335%	
Concord	31,831	46,130	$ 82,200.00	$ 1,716,036,000.00	0.69	29.8	1.854914455	T	0.815250014	19,728	141%	0.5476	1.015757305	13,990	12,103	406	22,102	741	830	24,764	-7,067	-29%	-706659%	706659%	
Cupertino	3,427	19,850	$ 125,800.00	$ 1,578,024,000.00	0.18	42.5	0.217170335		0.428742739			1	0.217170335	6,734	5,826	195	5,826	195	219	6,528	3,101	48%	310083%	310083%	
Danville	33,693	15,820	$ 168,400.00	$ 1,952,188,000.00	2.13	27.9	1.725909595	T	0.887350952	18,707	108%	0.5476	0.945113810	17,322	14,988	503	27,367	918	1,028	30,664	-3,029	-10%	-302807%	302807%	
Dublin	14,089	13,440	$ 111,500.00	$ 893,760,000.00	1.05	18.6	1.578373971	T	1.331091988	3,797	32%	0.5476	0.863227607	11,896	10,292	345	18,784	630	708	21,059	6,970	33%	696959%	696959%	
El Cerrito	8,279	12,980	$ 85,900.00	$ 530,064,000.00	0.48	17.1	1.184573938		1.42311253			1	1.184573938	7,543	6,526	219	6,526	219	245	7,312	1,033	14%	103271%	103271%	
Emeryville	4,711	4,830	$ 73,200.00	$ 136,206,000.00	0.98	11	3.458731627		1.695943413			1	3.458731627	2,595	2,245	75	2,245	75	84	2,516	-2,195	-87%	-219535%	219535%	
Foster City	2,920	12,090	$ 141,700.00	$ 1,169,103,000.00	0.24	21.7	0.249784135	P	1.162389452	-8.838	-65%	2.7265	0.680991978	13,589	11,756	394	4,312	145	162	4,831	1,911	40%	191130%	191130%	
Fremont	51,488	70,130	$ 115,100.00	$ 4,916,113,000.00	0.73	21.2	1.047331499		1.187801107			1	1.047331499	58,998	50,522	1,694	50,522	1,694	1,898	56,809	5,121	9%	512113%	512113%	
Gilroy	4,261	15,940	$ 76,800.00	$ 506,882,000.00	0.27	66.3	0.840612991		-0.059921423			1	0.840612991	-304	-263	-9	-263	-9	-10	-294	-4,555				Outlier
Hayward	30,924	46,690	$ 74,800.00	$ 1,382,024,000.00	0.66	9.1	2.237587770		2.113484482			1	2.237587770	29,208	25,269	847	25,269	847	949	28,313	-2,611	-9%	-261108%	261108%	
Hercules	2,913	7,750	$ 100,800.00	$ 432,450,000.00	0.38	28	0.673603885		0.964539149			1	0.673603885	4,171	3,608	121	3,608	121	135	4,043	1,130	28%	112985%	112985%	
Hillsborough	1,464	3,750	$ 380,300.00	$ 1,182,375,000.00	0.40	27.4	0.125510096	P	0.907141726	-7.795	-73%	2.7265	0.342206334	10,725	9,278	311	3,403	114	128	3,813	2,349	61%	232021%	232021%	
Lafayette	13,419	9,840	$ 165,000.00	$ 1,189,656,000.00	1.36	18.9	1.127973128		1.313581192			1	1.127973128	15,627	13,519	453	13,519	453	508	15,146	1,729	11%	172882%	172882%	
Livermore	28,352	28,550	$ 107,800.00	$ 1,795,795,000.00	0.99	27.9	1.578799362	T	0.887350952	14,568	91%	0.5476	0.864555759	15,935	13,786	462	25,174	844	946	28,207	-145	-1%	-14457%	14457%	
Los Altos	4,981	11,470	$ 178,500.00	$ 1,531,245,000.00	0.43	32.9	0.325290858		0.708943523			1	0.325290858	10,825	9,365	314	9,386	314	352	10,493	5,512	53%	551213%	551213%	
Los Gatos	8,170	13,340	$ 136,400.00	$ 1,219,276,000.00	0.46	44.5	0.506038009		0.376416631			1	0.506038009	4,589	3,970	133	3,970	133	149	4,449	-1,721	-38%	-172120%	172120%	
Martinez	11,151	16,980	$ 89,500.00	$ 755,610,000.00	0.66	34.3	1.475761305		0.661338924			1	1.475761305	4,997	4,323	145	4,323	145	162	4,844	-6,307	-130%	-630724%	630724%	
Menlo Park	3,676	14,180	$ 162,700.00	$ 1,668,986,000.00	0.26	27.4	0.220253495	P	0.907141726	-9.422	-62%	2.7265	0.600530020	15,140	13,098	439	4,804	161	180	5,383	1,707	32%	170880%	170880%	
Mill Valley	1,483	8,270	$ 156,000.00	$ 917,970,000.00	0.18	32.4	0.161552120		0.723703422			1	0.161552120	6,643	5,747	193	5,747	193	216	6,440	4,957	77%	495656%	495656%	
Milpitas	6,805	17,890	$ 99,700.00	$ 976,583,000.00	0.38	29.4	0.695393237		0.830039426			1	0.695393237	6,122	7,027	236	7,027	236	264	7,873	1,068	14%	106844%	106844%	
Moraga	7,160	5,730	$ 153,300.00	$ 620,559,000.00	1.25	20.1	1.163798430		1.246212234			1	1.163798430	7,733	6,690	224	6,690	224	251	7,496	336	4%	33604%	33604%	
Morgan Hill	2,989	13,530	$ 104,000.00	$ 798,270,000.00	0.22	56.1	0.374434715		0.122902587			1	0.374434715	981	849	28	849	28	32	951	-2,038	-214%	-203801%	203801%	
Mountain View	5,130	31,930	$ 90,800.00	$ 1,482,394,000.00	0.16	33.9	0.350794656		0.674174808			1	0.350794656	9,859	8,529	286	8,529	286	320	9,557	4,427	46%	442678%	442678%	
Newark	8,757	13,250	$ 95,400.00	$ 667,800,000.00	0.66	18.2	1.311320755		1.354884207			1	1.311320755	9,047	7,827	262	7,827	262	294	8,770	13	0%	1316%	1316%	
Novato	5,721	20,830	$ 95,300.00	$ 1,047,749,000.00	0.27	38.9	0.546027722		0.523807892			1	0.546027722	5,488	4,746	159	4,746	159	178	5,318	-403	-8%	-40319%	40319%	
Oakland	160,860	154,680	$ 68,800.00	$ 3,679,004,000.00	1.04	3	4.372379046		3.327878711			1	4.372379046	122,431	105,920	3,552	105,920	3,552	3,980	118,681	-42,179	-36%	-4217913%	4217913%	
Oakley	3,146	9,730	$ 93,000.00	$ 369,740,000.00	0.32	49.3	0.850868178		0.264311886			1	0.850868178	977	845	28	845	28	32	947	-2,199	-232%	-219878%	219879%	
Orinda	9,395	6,670	$ 203,900.00	$ 1,059,863,000.00	1.41	15.8	0.886435322		1.502740367			1	0.886435322	15,928	13,778	462	13,778	462	518	15,438	6,043	39%	604344%	604344%	
Palo Alto	5,837	30,130	$ 133,100.00	$ 2,654,453,000.00	0.19	27.5	0.219894645	P	0.903164836	-14.903	-62%	2.7265	0.599551609	23,973	20,740	695	7,607	255	286	8,523	2,688	32%	268827%	268827%	
Piedmont	5,900	3,810	$ 245,700.00	$ 784,667,000.00	1.55	10.6	0.771577693		1.946481361			1	0.771577693	14,883	12,876	432	12,876	432	484	14,427	8,527	59%	852731%	852731%	
Pinole	2,702	10,720	$ 78,700.00	$ 381,264,000.00	0.25	23.8	0.747929492		1.061286101			1	0.747929492	3,834	3,317	111	3,317	111	125	3,716	1,014	27%	101417%	101417%	
Pittsburg	6,518	25,910	$ 89,200.00	$ 827,022,000.00	0.25	38.6	1.039516955		0.532080709			1	1.039516955	3,338	2,886	97	2,886	97	108	3,234	-3,284	-102%	-328417%	328417%	
Pleasant Hill	11,132	16,910	$ 90,500.00	$ 769,405,000.00	0.66	25.9	1.448832292		0.968756495			1	1.448832292	7,453	6,448	218	6,448	218	242	7,225	-3,907	-54%	-390709%	390709%	
Pleasanton	50,647	25,280	$ 138,900.00	$ 2,371,914,000.00	2.01	22.5	2.135279778	T	1.122788846	27,608	104%	0.5476	1.169286278	26,631	23,039	773	42,073	1,411	1,581	47,141	-3,506	-7%	-350561%	350561%	
Redwood City	5,574	35,500	$ 111,800.00	$ 2,371,400,000.00	0.16	29.1	0.235051025	P	0.841264142	-11.685	-59%	2.7265	0.840876089	19,949	17,259	579	6,330	212	238	7,093	1,519	21%	151880%	151880%	
Richmond	10,645	42,000	$ 67,500.00	$ 945,000,000.00	0.25	18.9	1.126455026		1.313581192			1	1.126455026	12,413	10,739	360	10,739	360	403	12,033	1,388	12%	138751%	138751%	
San Anselmo	1,085	6,130	$ 109,200.00	$ 393,546,000.00	0.18	30.7	0.275898394		0.782688951			1	0.275898394	3,080	2,665	89	2,665	89	100	2,986	1,901	64%	190054%	190054%	
San Carlos	3,392	12,210	$ 141,300.00	$ 1,175,823,000.00	0.28	27.2	0.288478793	P	0.915159344	-5.917	-55%	2.7265	0.766549052	10,760	9,308	312	3,414	114	128	3,826	434	11%	43358%	43358%	
San Francisco	84,214	338,920	$ 97,400.00	$ 17,758,408,000.00	0.25	18.6	0.474193734	P	1.331091986	-120.298	-51%	2.7265	1.292908322	238,393	204,512	6,858	75,008	2,515	2,818	84,045	-169	0%	-16901%	16901%	
San Jose	89,545	309,350	$ 89,300.00	$ 13,704,205,000.00	0.22	40	0.507471977		0.493090325			1	0.507471977	87,574	58,461	1,960	58,461	1,960	2,196	65,504	-4,041	-6%	-404109%	404109%	
San Leandro	32,949	31,250	$ 73,100.00	$ 878,125,000.00	1.05	3.2	3.752199288		3.257247764			1	3.752199288	28,801	24,744	830	24,744	830	930	27,725	-5,224	-18%	-522390%	522390%	
San Lorenzo	7,999	7,540	$ 76,200.00	$ 235,248,000.00	1.06	6.3	3.400241447		2.515902481			1	3.400241447	5,917	5,119	172	5,119	172	192	5,736	-2,263	-39%	-226279%	226279%	
San Mateo	4,722	40,030	$ 108,000.00	$ 2,521,890,000.00	0.12	24.1	0.187240522	P	1.047587362	-18.134	-69%	2.7265	0.510518827	26,418	22,856	766	8,383	281	315	9,393	4,671	50%	467058%	467058%	
San Pablo	1,887	10,550	$ 53,700.00	$ 91,785,000.00	0.18	20.1	2.055891486		1.246212234			1	2.055891486	1,143	989	33	989	33	37	1,108	-779	-70%	-77875%	77875%	
San Rafael	5,460	25,480	$ 98,600.00	$ 1,386,728,000.00	0.21	29	0.399786780		0.845031444			1	0.399786780	11,540	9,984	335	9,984	335	375	11,187	5,727	51%	572693%	572693%	
San Ramon	31,890	19,590	$ 137,700.00	$ 1,815,993,000.00	1.63	24.4	1.756084038	T	1.03404822	15,845	83%	0.5476	0.961626483	18,778	16,245	545	29,666	995	1,115	33,240	1,350	4%	135041%	135041%	
Saratoga	2,816	10,980	$ 190,200.00	$ 1,594,296,000.00	0.26	45.1	0.176629685		0.599314664			1	0.843533495	9,901	8,566	287	8,566	287	322	9,598	-4,308	-45%	-430830%	430830%	
South San Francisco	1,906	20,180	$ 99,100.00	$ 869,938,000.00	0.09	26.1	0.214172223	P	0.980337992	-5.487	-64%	2.7265	0.583949198	8,546	7,393	248	2,712	91	102	3,038	1,132	37%	113235%	113235%	
Sunnyvale	12,752	53,560	$ 92,200.00	$ 2,528,032,000.00	0.24	36.6	0.504423995		0.590307206			1	0.504423995	14,923	12,910	433	12,910	433	485	14,466	1,714	12%	171376%	171376%	
Union City	9,494	19,660	$ 101,200.00	$ 1,104,992,000.00	0.48	15.3	0.859288503		1.544837865			1	0.859288503	17,068	14,766	495	14,766	495	555	16,545	7,051	43%	705125%	705125%	
Walnut Creek	46,917	38,060	$ 95,400.00	$ 1,918,224,000.00	1.23	22.8	2.445856187	T	1.108273269	28,525	134%	0.5476	1.339358937	21,259	18,392	617	33,586	1,128	1,262	37,632	-9,285	-25%	-928492%	928492%	
	1,013,977	2,027,050		$ 107,586,978,000.00										1,172,043	1,013,977	34,001	904,849	30,345	34,001	1,013,977	0	0%	0%	25% Weighted Error	

/a/ Household data provided by 2005 data contained in "Projections 2007 for the San Fransisco Bay Area to the year 2035 by ABAG"

/b/ Drive distance data provided by Yahoo Maps between "Baldwin and Hagenberger, Oakland, CA" and "City, State"

-63%	P = Peninsula Cities less likely to attend A's Game by this Percentage.
2.7265403	Inverse of Percentage

83%	T = Tri Valley Cities More likely to Attend A's Game by this Percentage
0.5476033	Inverse of Percentage

Notes on Charts:

1) Purchase Power = # Housholds per City * (Mean Income - $45,000). $45k is a proxy to measure disposable income

2) Formula to Use is: Yearly tickets per $100,000 of Purchase Power per City = -
1.0944*LN(Distance)+4.5302

3) Distance versus # households explains about 22% of the relationship of where people will come from.

4) Pure distance versus purchasing power explains 52% of the relationship of where people come from

5) Factoring the purchase power by for San Mateo and San Francisco Counties to account for SF Giants bias, and factoring Tri Valley to account for A's Bias increases the correlation from 52% to 64%.

6) The remaining 37% is likely due to other factors, such as: unaccounted for influence of S.F. Giants, distance is not an exact proxy for travel time or ease of travel (BART access), household income is not an exact proxy for disposable income, demographic differences, effects of marketing efforts by A's by region, the differences in recreation preferences between areas, and the lack of disaggregation of data.

Figure 1

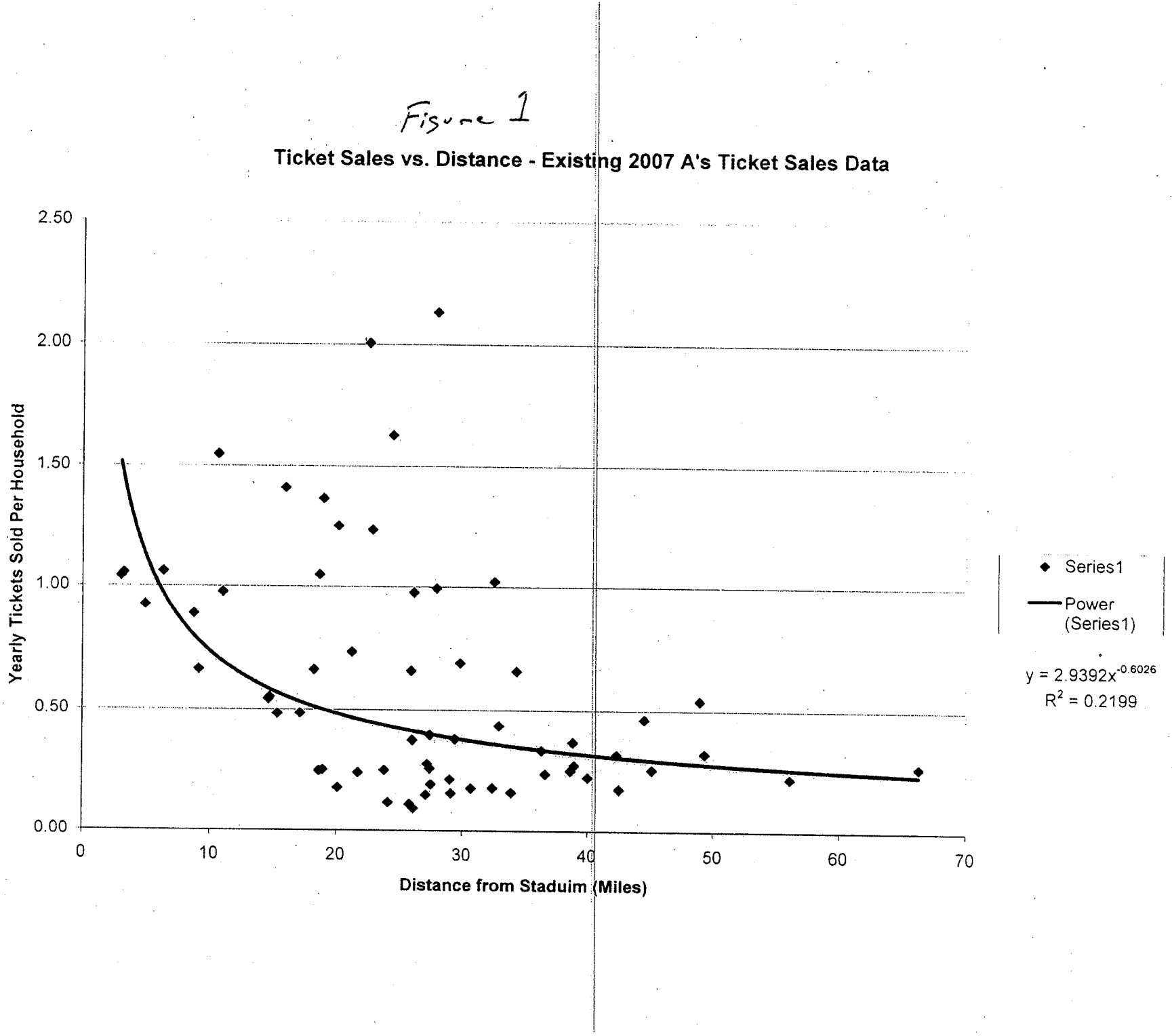

Ticket Sales vs. Distance - Existing 2007 A's Ticket Sales Data
Yearly Tickets Sold Per Household
2.50
2.00
1.50
1.00
0.50
0.00
0
10
20
30
40
50
60
70
Distance from Staduim (Miles)
Series1
Power (Series1)
y = 2.9392x^-0.6026
R^2 = 0.2199

Figure 2

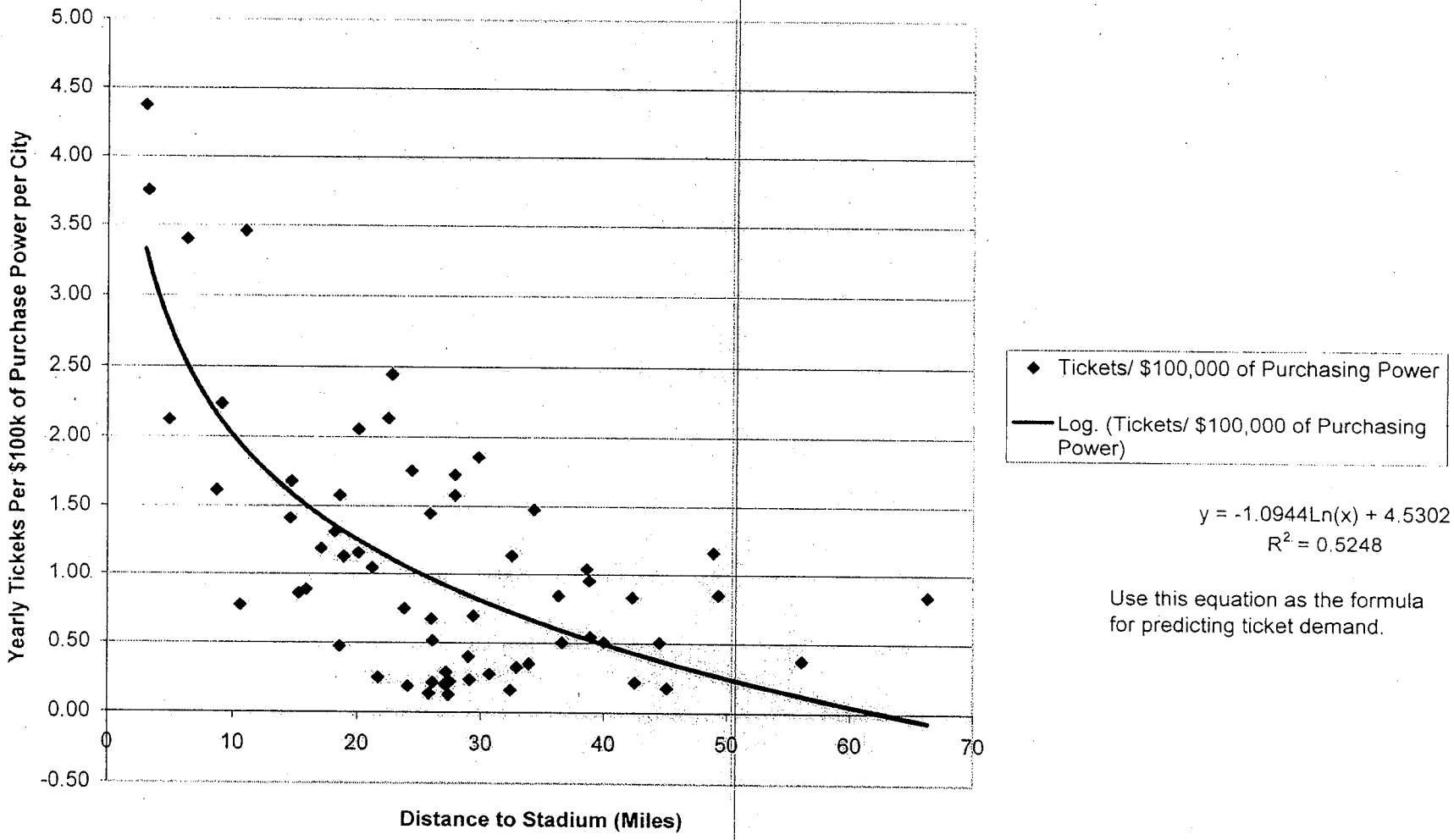
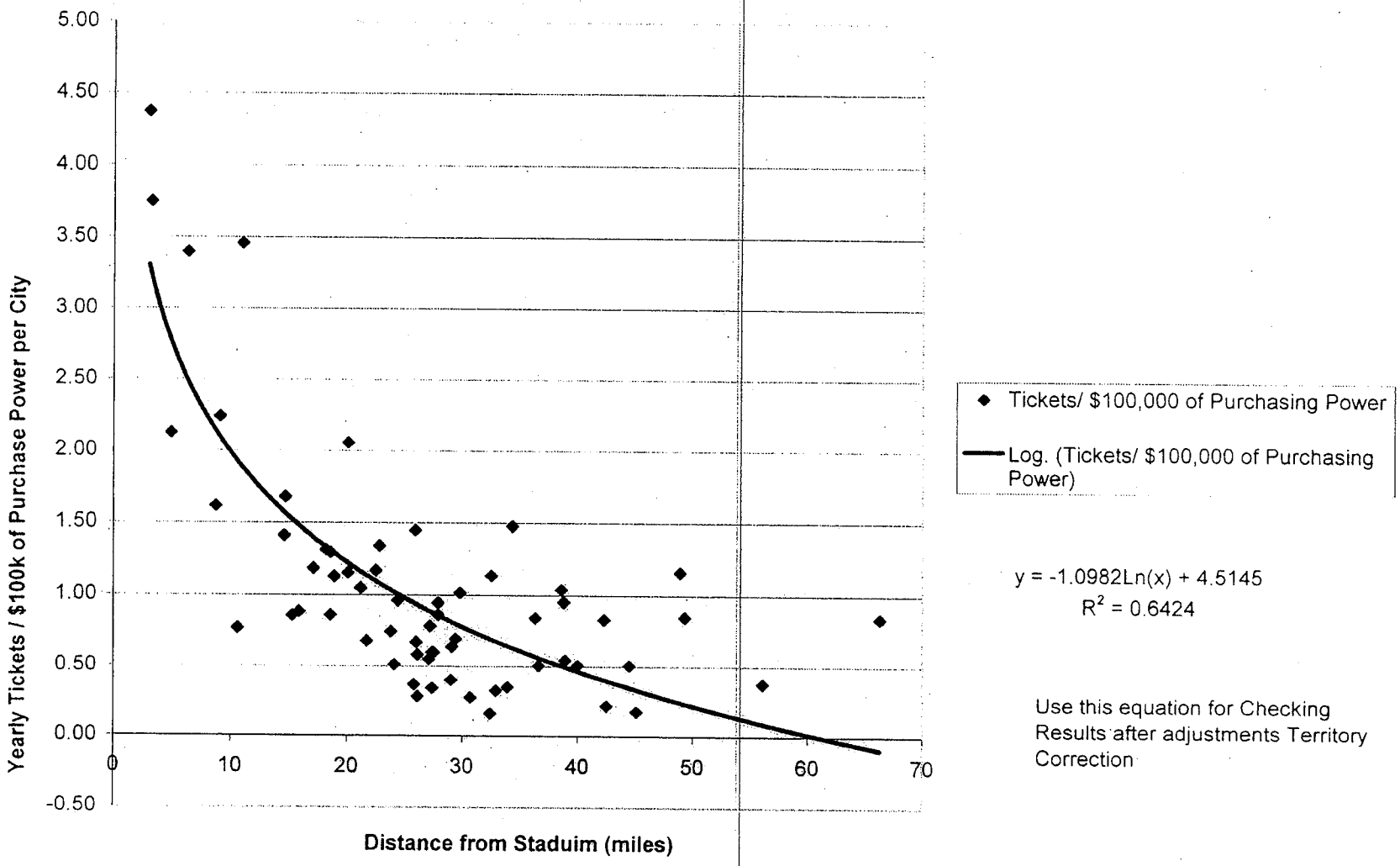

Existing A's Tickets/ $100,000 of Purchasing Power
Yearly Tickeks Per $100k of Purchase Power per City
5.00
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
-0.50
0
10
20
30
40
50
60
70
Distance to Stadium (Miles)
Tickets/ $100,000 of Purchasing Power
Log. (Tickets/ $100,000 of Purchasing Power)
y = -1.0944Ln(x) + 4.5302
R2 = 0.5248
Use this equation as the formula for predicting ticket demand.

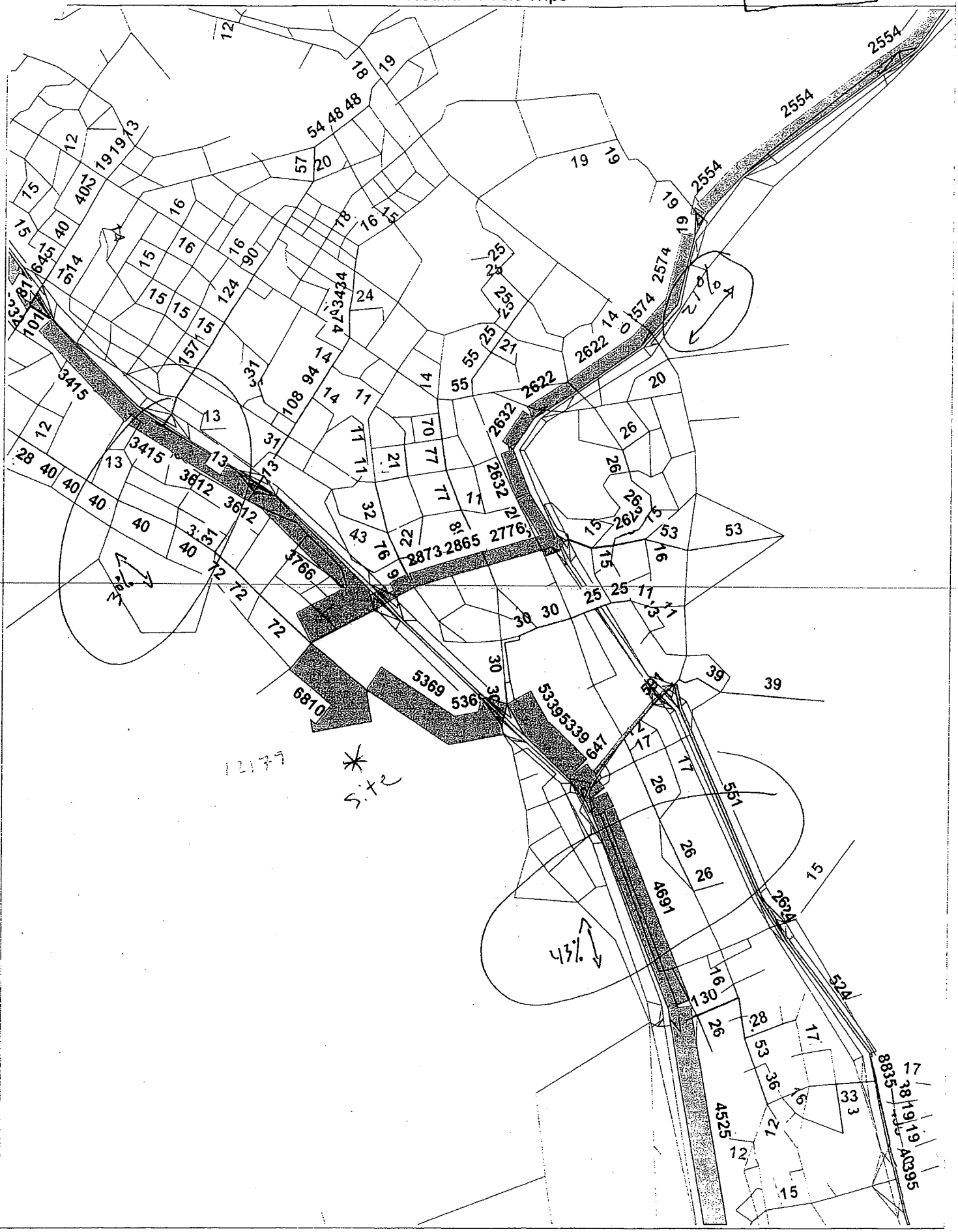
Figure 3

Tickets/ Purchasing Power - Existing 2007 A's Ticket Sales Data w/ Territory Correction



Distribution of A's Fremont Ballpark Visitors
Inbound Vehicle Trips

Figure 4



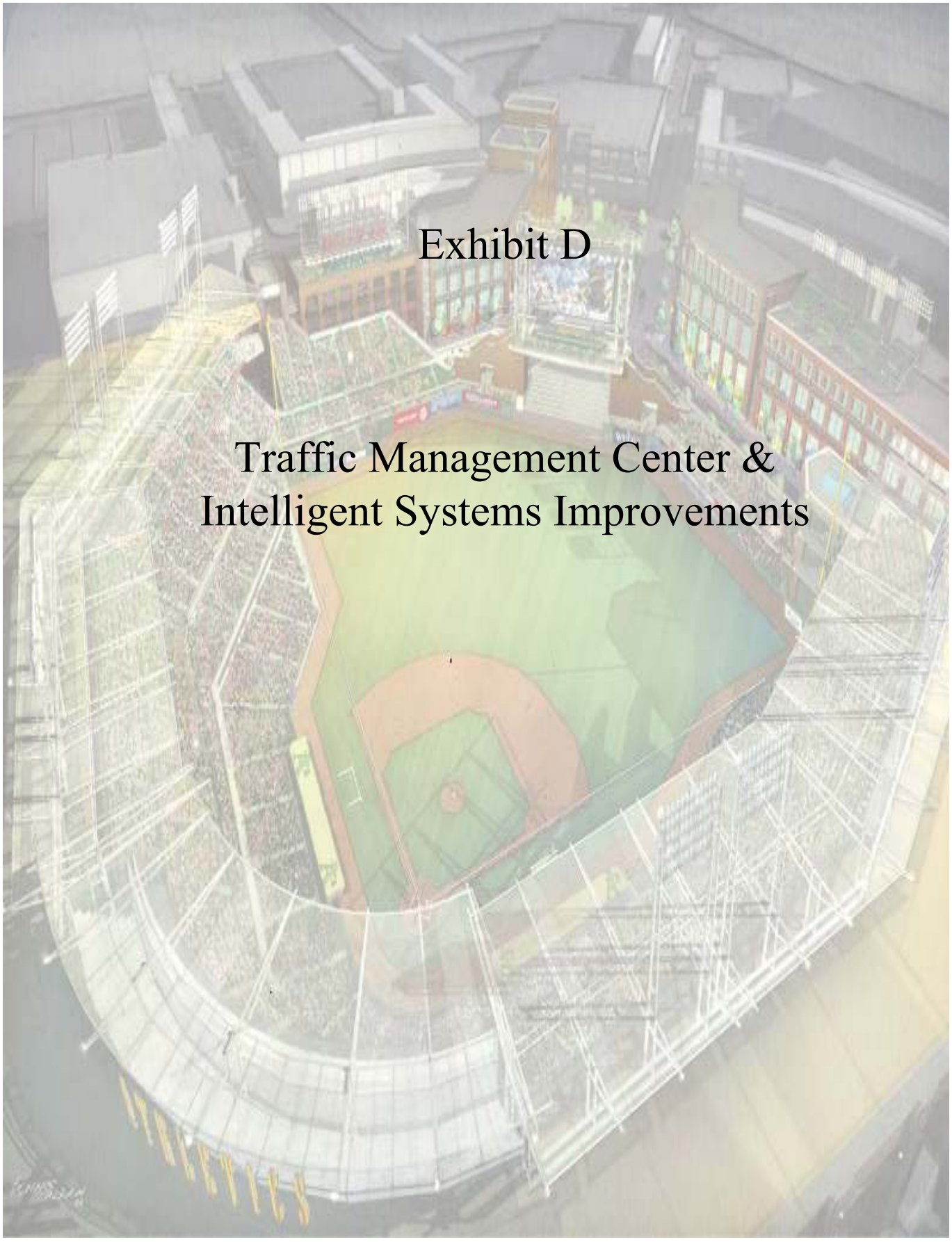


Exhibit D

Traffic Management Center & Intelligent Systems Improvements

APPENDIX D: TRAFFIC MANAGEMENT CENTER AND INTELLIGENT TRANSPORTATION SYSTEMS IMPROVEMENTS

Existing Infrastructure

- Traffic Management Center (TMC) for centralized control and monitoring of signalized intersections and roadways.
    - All existing traffic signals in the project area are connected to the TMC.
- Fiber optic communications backbone available at following locations to support existing and future ITS devices - provides ability to expand to support broadband communications for ballpark uses.
    - Warm Springs Blvd. (southern City limit to Auto Mall Pkwy.)
    - Auto Mall Pkwy. (Warm Springs Blvd. to Cushing)
    - Fremont Blvd. (Auto Mall Pkwy. to City's TMC)
- Pan/tilt/zoom CCTV cameras able to monitor all roadway segments and intersections:
    - Warm Springs/Scott Creek Intersection
    - Warm Springs/Warren Intersection
    - Warm Springs/Mission Blvd. Intersection
    - Warm Springs/Fulton Intersection
    - Warm Springs/BART Driveway (to be built as part of BART WSX)
    - Warm Springs/S. Grimmer (to be built as part of BART WSX)
    - Auto Mall/Osgood Intersection
    - Auto Mall/Fremont Blvd. Intersection
    - Auto Mall/S. Grimmer Intersection
    - Fremont Blvd./Blacow Intersection
    - Fremont Blvd./Washington Blvd. Intersection
    - Washington Blvd./Osgood Rd. Intersection
- Dynamic Message Signs will be installed in 2010 as part of HOT lane (High Occupancy Vehicle Toll) project on southbound I-680 between Pleasanton and Milpitas

Intelligent Transportation Systems (ITS) Infrastructure to be added as part of project:

- Expand fiber optic communications backbone to support additional ITS devices:
    - Fremont Blvd. (Auto Mall to Industrial) = $365,000
    - S. Grimmer Blvd. (Auto Mall to Old Warm Springs) = $445,000
- Expand network of CCTV cameras = $100,000 (5 cameras at $20,000 per camera) at:
    - Warren Ave./Kato Rd. Intersection
    - Fremont/Industrial Intersection
    - S. Grimmer/Technology Intersection
    - S. Grimmer/Fremont Intersection
    - S. Grimmer/Old Warm Springs Intersection

- Install Dynamic Message Signs for game day traffic control, way-finding, parking guidance, etc. (local streets) at the following locations: = $510,000 (6 signs @ $85,000 per sign)
    - Warm Springs/Warren
    - Warm Springs/S. Grimmer
    - Auto Mall Pkwy./S. Grimmer
    - Auto Mall Pkwy./Osgood
    - Fremont Blvd./Industrial
    - Fremont Blvd./S. Grimmer
- Install Dynamic Message Signs for game day traffic control, way-finding, parking guidance, etc. (freeways) at following locations: = $400,000 (4 signs @ $100,000 per sign)
    - I-880 SB @ Auto Mall
    - I-880 NB @ Mission/Warren
    - I-680 SB @ Auto Mall
    - I-680 NB @ Mission
- See following spreadsheet for cost estimates. Note, line items include cost of design and contingency.

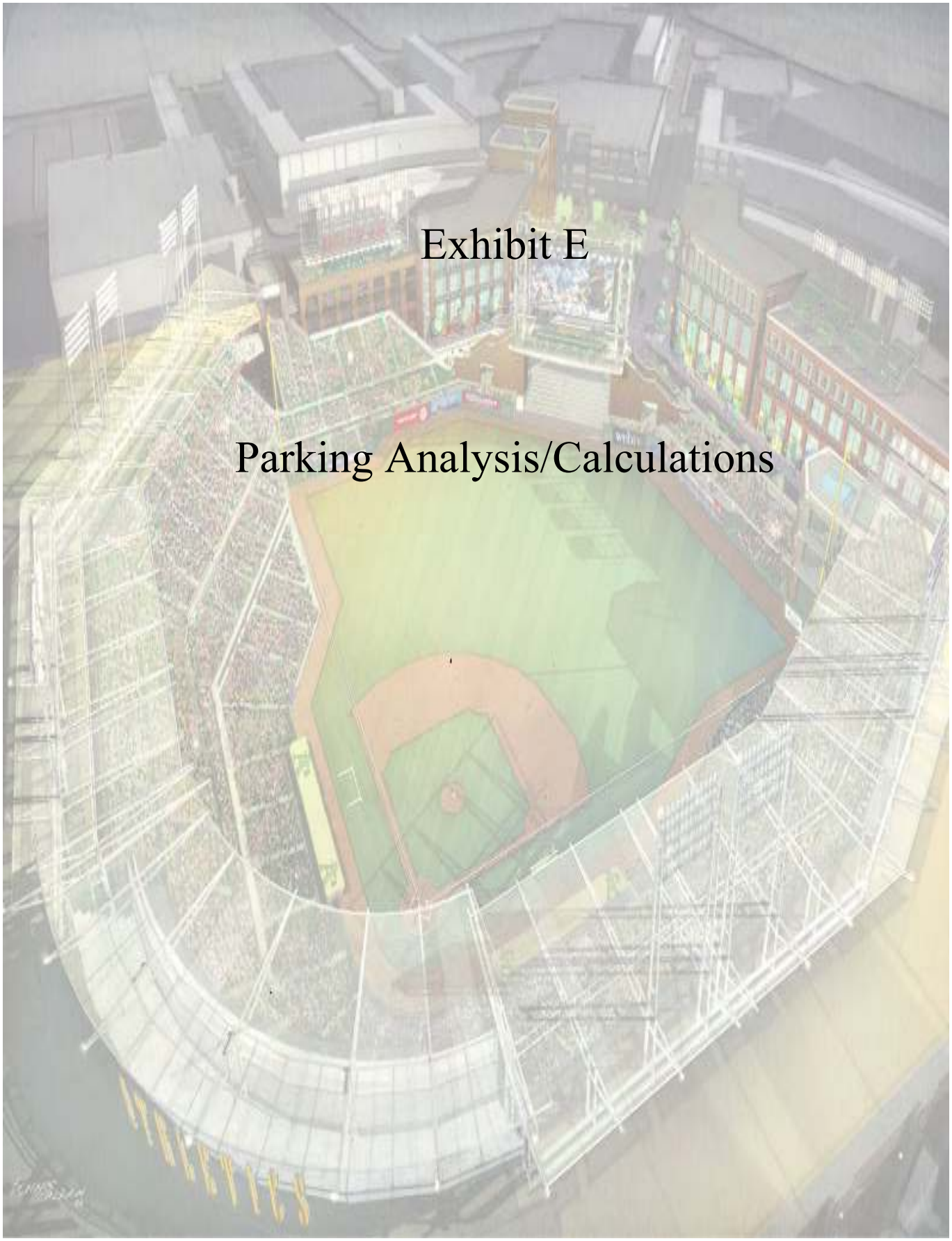


Exhibit E

Parking Analysis/Calculations

APPENDIX E: PARKING ANALYSIS

Assumptions:

- 36,000 ballpark patrons (no factor for no-shows or employees) - consistent with MLB assumption
- 1200 people arrive on buses (3.3%) - consistent with MLB assumption
- 3,600 people arrive on BART (10%) on opening day, prior to BART extension to San Jose -consistent with MLB assumption
- 2.5 average number of people per car - consistent with MLB assumption
- 1500 parking spaces available at the BART parking lot for evening and weekend games (500 spaces reserved for BART patrons)
- 2000 parking spaces off-site in surrounding businesses within a 15 minute walk - consistent with MLB assumption

Calculation of Parking Spaces Required:

36,000 patrons - 1200 on buses - 3600 on BART = 31,200 people drive

31,200 people ÷ 2.5 people per car = 12,400 spaces required

12,400 spaces - 1500 at BART - 2000 off-site = **8,980 on-site spaces required**

Parking Development Assumptions and Land Requirements:

Phase 1A:

- Parking will be developed partially on the existing paved area that is currently used for NUMMI auto storage, and partly on currently vacant land.
- No landscaping is assumed for the parking lots placed on the existing paved areas, only lighting.
- The existing paved areas do not require storm water treatment as they will simply be resurfaced, not reconstructed.
- Landscaping of the newly constructed parking areas will be limited to the landscape-based storm water treatment areas. Lighting will also be installed.
- The primary landscaping for the parking areas will be along the perimeters of South Grimmer and Fremont Boulevards and along the pedestrian pathway between the BART station and the ballpark.
- Because of the large, generally rectangular shape of the parking areas, a highly efficient parking layout is possible - up to 135 cars per acres. However, 95 acres of parking are available in Phase 1A, therefore, 9500 spaces can be provided using a very generous estimate of 100 cars per acre.

Phase 1B:

- The retail, office and residential buildings added in Phase 1B require 16 acres of space (6 acres from the northern lot and 10 acres from the southern). To ensure that 9000 parking spaces are still available on the remaining 79 acres of parking, the parking lots will be re-striped using a parking density of 114 cars per acre- still, a very generous allocation of space considering the size and shape of the lots. Additional parking could be provided, if desired up to 10,665 spaces, if higher densities are used.

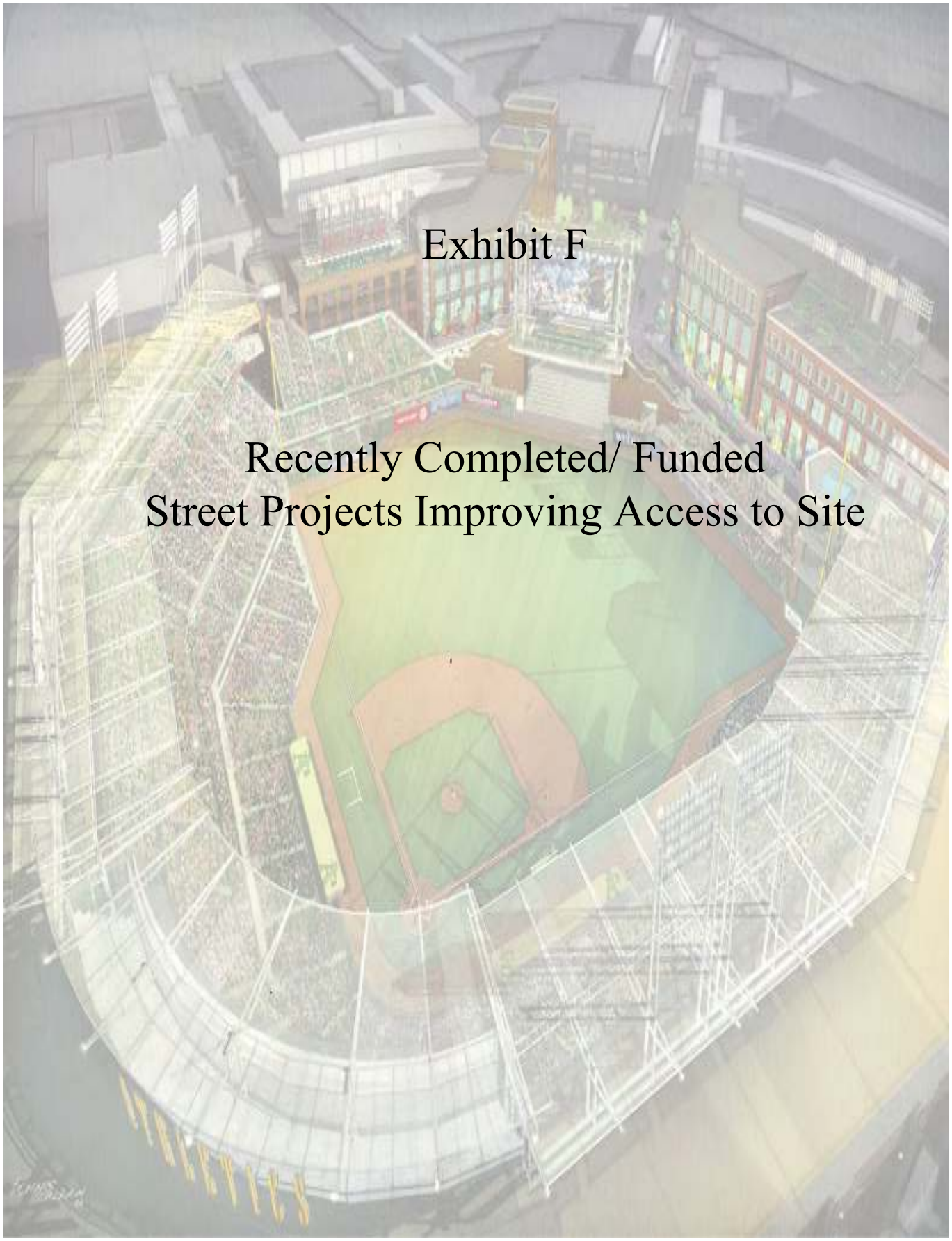


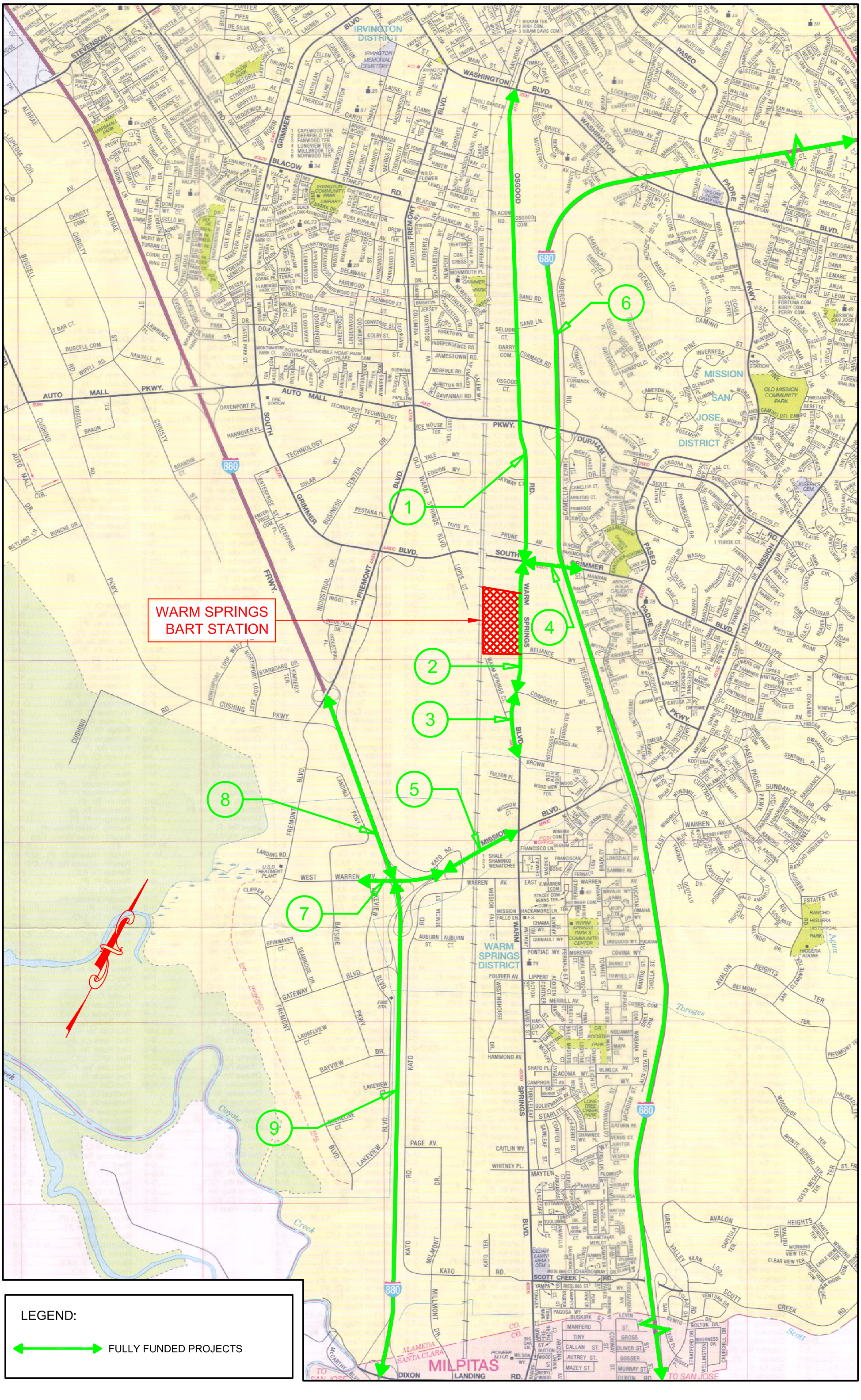
Exhibit F

Recently Completed/ Funded
Street Projects Improving Access to Site

APPENDIX F: RECENTLY COMPLETED/FUNDED STREET PROJECTS IMPROVING ACCESS TO PROPOSED BALL PARK SITE

(See Attached Location Map)

	STREET	LIMITS	PROPOSED IMPROVEMENTS	CURRENT STATUS	ESTIMATED COMPLETION	PROJECT COST	FUNDING SOURCE	COMMENTS
1	Osgood Rd.	Washington Blvd - So. Grimmer Blvd	Widen from 1 to 2 lanes in each direction	Fully Funded. Ready for Construction.	2012	**$3,500,000.00**	Fremont Gas Tax and TIF/Federal	TIF = Fremont Traffic Impact Fees.
2	Warm Springs Blvd	So. Grimmer Blvd - Corporate Wy	Widen from 1 to 2 lanes in each direction	Fully Funded. Ready for Construction.	2014	**$4,500,000.00**	BART Project	
3	Warm Springs Blvd	Corporate Way - Brown Rd	Widen from 1 to 2 lanes in each direction	Fully Funded. Prelim. Engineering.	2014	**$5,000,000.00**	Fremont Traffic Impact Fees	
4	Osgood/Warm Springs Grimmer Intersection	Warm Springs Blvd/Osgood Rd - Parkmeadow Dr	Add 1 WB rt. turn lane;add 1 EB thru lane (widen from 1 lane to 2 lanes)	Fully Funded. Ready for Construction.	2014	**$600,000.00**	BART Project	
5	Mission Blvd	Warm Springs Blvd - I-880	Widen from 2 to 3 lanes in each direction; Ramp connections to Kato Rd	Fully Funded. 95% Plans. ROW acquisition	2014	**$77,000,000.00**	Fremont Redevelopment, Alameda Co. Transp. Authority, State	ROW = Right of Way
6	I-680	Route 84, Sunol - Route 237, Milpitas	Exprees Lanes (High Occupancy Toll Lanes)	Under Construction	2010	**$108,000,000.00**	State/Alameda Co. Congestion Mgmt. Agency	
7	Mission Blvd (Route 262)	I-880/Route 262/ Warren Ave	Rebuilt Interchange at Mission Blvd. with new Warren Ave overcrossing to west side of freeway and new Warren Ave. Interchange	Completed	N/A	**A7, A8 & A9 are parts of a combined project with a total cost of $113 million**	Fremont Redevelopment, Alameda Co. Transp. Authority, State	
8	I-880	From Fremont Blvd/Cushing Pkwy to I-880/Route 262 Interchange	Widen freeway from 3 lanes to 4 lanes in each direction to complete continous carpool lanes	Completed	N/A		Fremont Redevelopment, Alameda Co. Transp. Authority, State	
9	I-880	From I-880/Route 262 Interchange to Alameda County line	Widen freeway from 3 lanes to 6 lanes in each direction and complete carpool lanes	Completed	N/A		Fremont Redevelopment, Alameda Co. Transp. Authority, State	


WARM SPRINGS BART STATION
1
2
3
4
5
6
7
8
9
LEGEND:
FULLY FUNDED PROJECTS

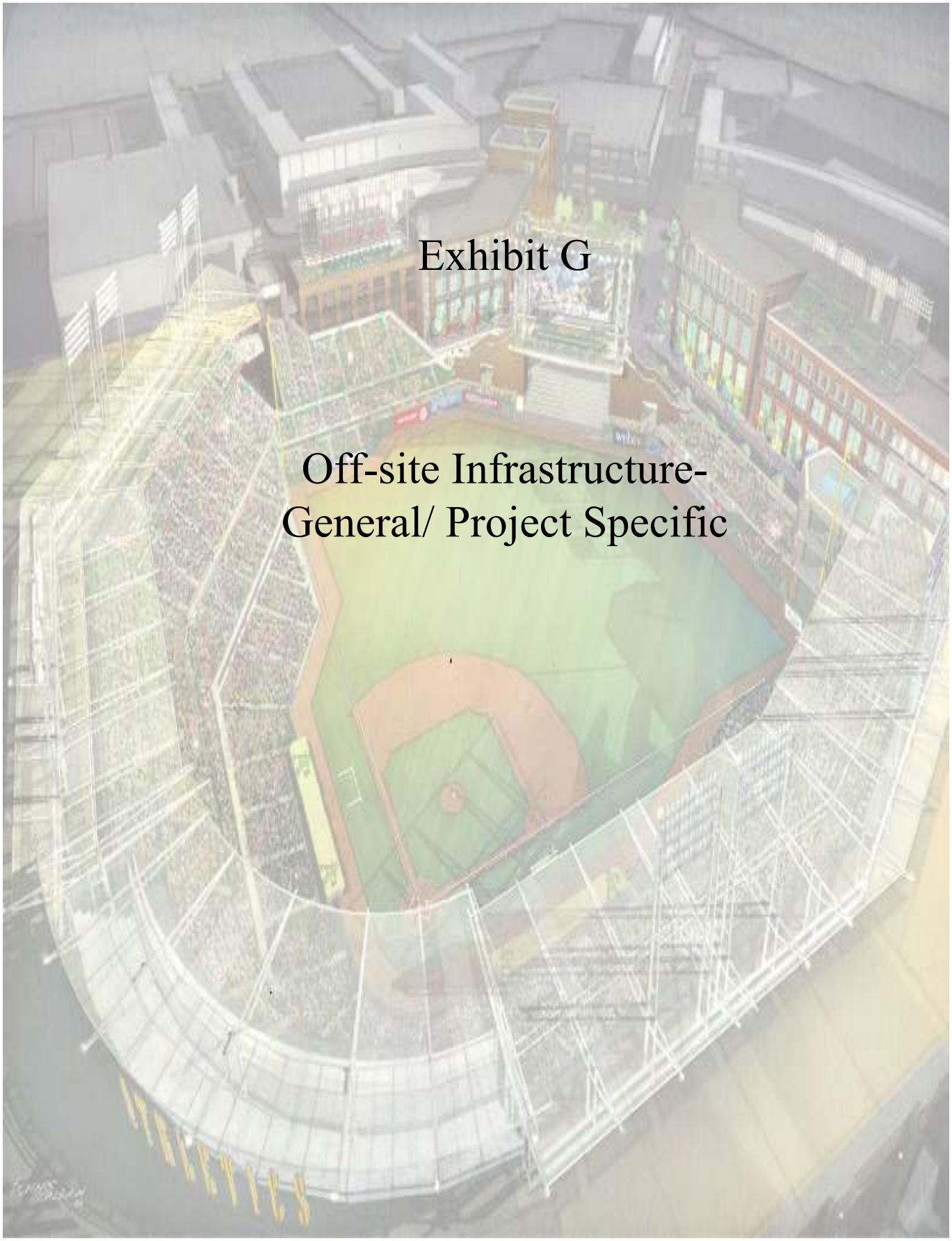


Exhibit G

Off-site Infrastructure- General/ Project Specific

APPENDIX G:
OFFSITE INFRASTRUCTURE-GENERAL/ PROJECT SPECIFIC

The following additional improvements will be required and funded by Fremont or grants secured by the City (costs are based on recent City experience with similar intersection and widening projects):

- Intersection capacity improvements including widening and intersection and traffic signal modifications to allow for double left turn lanes and/or double right turn lanes, will be required as detailed at the following intersections (it is expected that no additional property will be required):

    - Fremont at Grimmer = $1,035,000

      This intersection has two travel lanes in each direction and a double left turn lane from Fremont north bound to Grimmer. Proposed improvements will eliminate curb return islands to facilitate game day double right turn movements. Double lefts will be added to south bound Fremont and west bound Grimmer. A new signal system will be installed at all four quadrants.

      Remove and replace traffic signal system - $350,000
      Remove four curb return medians and construct new curb returns - $350,000,
      Reduce median widths and restripe to create double left turn lanes at south bound Fremont and west bound Grimmer- $335,000

    - Auto Mall at Grimmer =$350,000

      This intersection will function well with three lanes in each direction on Auto Mall Parkway and two in each direction on Grimmer Blvd. The only proposed improvement will remove the southwest curb return island to allow double right turns on Game day.

      Modify the southwest return of Auto Mall Parkway and Grimmer Blvd. including signal modification - $350,000

- Mission at Warm Springs =$350,000

  This intersection will have three lanes in each direction on Mission Boulevard when Mission is widened to three lanes west to I-880 by 2014. Two lanes in each direction exist on Warm Springs Boulevard. The only proposed improvement will remove the northeast curb return island to allow double right turns on Game day.

  Modify the northeast return of Mission Blvd. and Warm Springs Blvd. including signal modification - $350,000

- Auto Mall at Osgood = $3,450,000

  The only capacity improvement needed at this intersection is additional westbound lanes from I-680 to Osgood Road. East bound AutoMall Pkwy. has three lanes through the intersection.

  Replace high voltage tower with monopole - $650,000
  Widen Auto Mall west bound between I-680 and Osgood Road by one lane from I-680 to off ramp and two lanes two lanes from off ramp to Osgood to create three though lanes in each direction and one free right west bound lane -$1,650,000
  Widen west bound Auto Mall by one lane west of Osgood to overpass - $950,000
  Modify Signal- $200,000

- Warm Springs Blvd. at Warm Springs Court = $380,000

  Install traffic signal to facilitate left turns in and out of Warm Springs Court. - $380,000
  (The intersection improvements are already included in the City's current Warm Springs Blvd. widening project)

- To allow for increased access to and from I-680 and I-880, minor interchange improvements will be required and paid for by the City at the following locations:

  - I-880 NB on ramp from Fremont Blvd. = $500,000

    Widen existing ramp from one lane to two and add additional metering signal for new lane

- I-680/ Mission Blvd. Interchange between east side of interchange and Brown Rd. = $485,000

  Mission Boulevard has three lanes between I-680 and South Mission Boulevard except for west bound between I-680 and Brown Road. Widen Mission Blvd. by one lane between I-680 and Brown Road.

- To provide for convenient access to the new Warm Springs BART Station from the Ballpark site a new pedestrian access bridge will be provided from the west side of the BART station, over the Union Pacific Railroad tracks, and down to the Ballpark site.

  - The full cost of the BART bridge is estimated to be $8.47 million including the 20-foot wide bridge, ramps, elevators, a canopy, lightings, etc. (see attached cost estimate)
  - The cost estimate also provides funding for additional amenities within the BART station to increase the capacity of the station. Items such as additional fare gates, ticket vending machines and a station agent booth on the west side are features that may be required.
  - BART has designed the station with the access bridge in mind, providing a connection point in their current station design.
  - BART has also provided space to accommodate the additional fare gates, ticket machines and other features listed above.

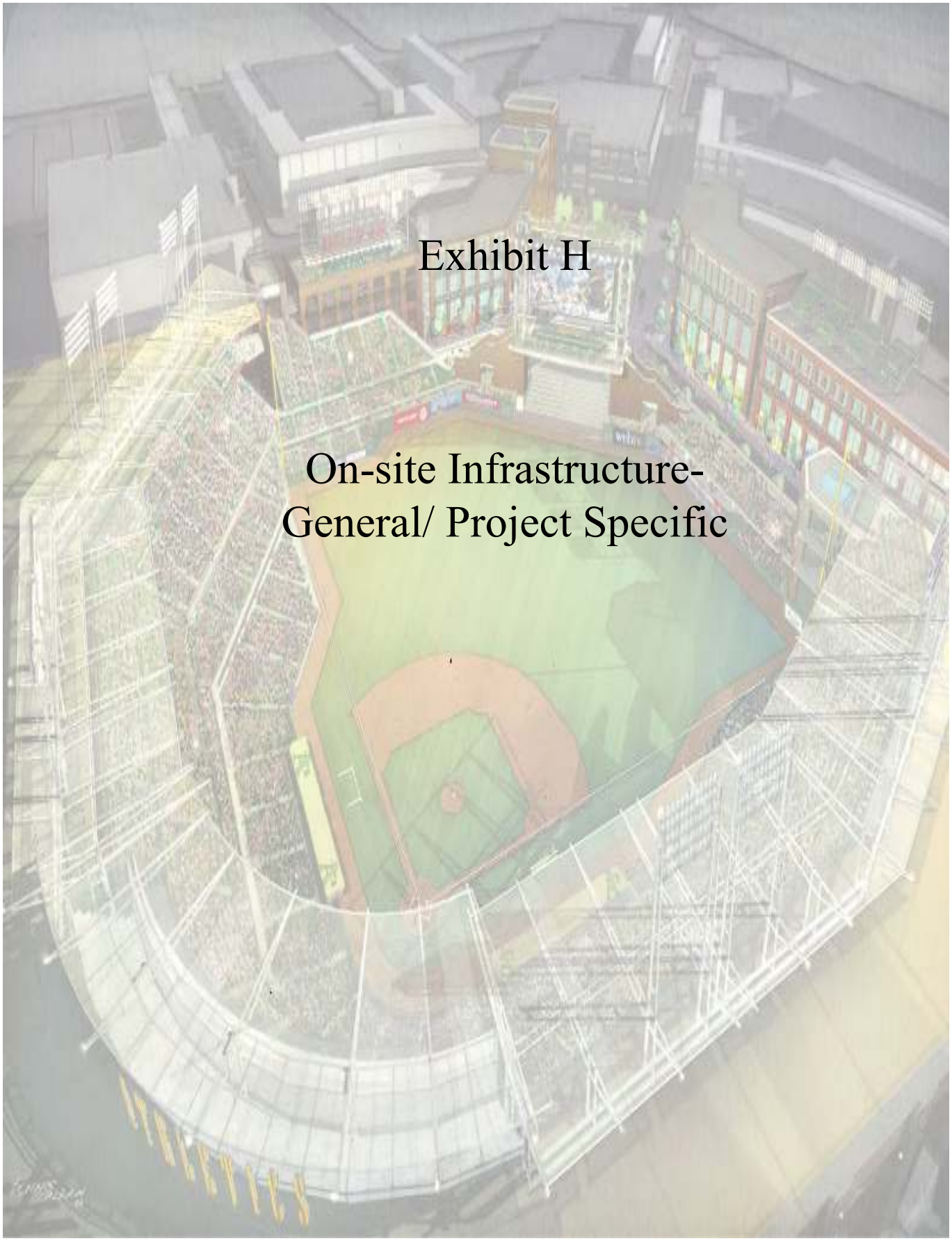


Exhibit H

On-site Infrastructure- General/ Project Specific

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Summary, Extended

Fremont Ballpark Site Develoment - Phase 1A

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Base Project	**Direct Cost**	**Cost w/ Contractor Indirects**	Construction Estimate Contingency	Escalation to 1st Qtr 2013 Construction	**Total Construction Cost**	Soft Costs	Design Contingency	**TOTAL PROJECT COST**
			10.00%	8.00%		20.00%	15.00%	
Northeast Parking Lot	9,241,022	10,527,302	1,052,730	926,403	12,506,435	2,501,287	1,875,965	**16,883,687**
Refurbish South Parking Lot	11,558,960	13,167,879	1,316,788	1,158,773	15,643,441	3,128,688	2,346,516	**21,118,645**
Pedestrian Promenade	6,973,985	7,944,711	794,471	699,135	9,438,316	1,887,663	1,415,747	**12,741,727**
Street Frontage Landscaping	3,804,198	4,333,714	433,371	381,367	5,148,452	1,029,690	772,268	**6,950,410**
Site Utilites Infrastructure	2,440,665	2,780,387	278,039	244,674	3,303,099	660,620	495,465	**4,459,184**
TOTAL	**34,018,831**	**38,753,992**	**3,875,399**	**3,410,351**	**46,039,743**	**9,207,949**	**6,905,961**	**62,153,653**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Executive Summary

Fremont Ballpark Site Develoment - **Phase 1A** — **Conceptual Estimate**

Fremont, California — December 17, 2009

Gensler — Jerry Higgins

Building Type Summary	Area	$/ SF	Amount
Northeast Parking Lot	1,426,396 sf	$ 6.48 /sf	$ 9,241,022
Refurbish South Parking Lot	2,535,304 sf	4.56 /sf	11,558,960
Pedestrian Promenade	228,298 sf	30.55 /sf	6,973,985
Street Frontage Landscaping	641,863 sf	5.93 /sf	3,804,198
Site Utilites Infrastructure			2,440,665
Total Direct Cost			**34,018,831**
Contractor General Conditions		6.00%	2,041,130
General Requirements		2.00%	721,199
Contractor's GL Insurance		1.00%	367,812
Subguard Program		1.40%	476,264
General Contractor Fee		3.00%	1,128,757
Subtotal			**38,753,992**
Construction Estimate Contingency		10.00%	3,875,399
Escalation to 1st Qtr 2013 Construction Start		8.00%	3,410,351
TOTAL CONSTRUCTION COST			**46,039,743**
Soft Costs		20.00%	9,207,949
Design Contingency		15.00%	6,905,961
TOTAL PROJECT COST			**$ 62,153,653**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

System Summary

Fremont Ballpark Site Develoment - Phase 1A

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

AREA SUMMARY:			Northeast Parking Lot	Refurbish South Parking Lot	Pedestrian Promenade	Street Frontage Landscaping	Site Utilites Infrastructure	Total
	Gross Area		1,426,396 sf	2,535,304 sf	228,298 sf	641,863 sf		
SYSTEMS:								
No.	**Description**							
01	Demolition		240,241	1,669,517	392,769	28,300	0	**2,330,828**
02	Sitework		7,331,981	7,157,643	4,620,507	3,577,398	866,933	**23,554,463**
03	Foundations		0	0	0	0	0	**0**
04	Substructure		0	0	0	0	0	**0**
05	Superstructure		0	0	0	0	0	**0**
06	Exterior Skin		0	0	0	0	0	**0**
07	Roofing		0	0	0	0	0	**0**
08	Interior Construction		0	0	0	0	0	**0**
09	Conveying		0	0	0	0	0	**0**
10	Special Construction		0	0	752,793	20,000	0	**772,793**
11	Fire Protection		0	0	0	0	0	**0**
12	Plumbing		0	0	0	0	0	**0**
13	Mechanical		0	0	0	0	0	**0**
14	Electrical		1,668,800	2,731,800	1,207,916	178,500	1,573,731	**7,360,747**
	Total Direct Cost		**$9,241,022**	**$11,558,960**	**$6,973,985**	**$3,804,198**	**$2,440,665**	**$34,018,831**
	Contractor General Conditions	6.00%	554,461	693,538	418,439	228,252	146,440	**2,041,130**
	General Requirements	2.00%	195,910	245,050	147,848	80,649	51,742	**721,199**
	Contractor's GL Insurance	1.00%	99,914	124,975	75,403	41,131	26,388	**367,812**
	Subguard Program	1.40%	129,374	161,825	97,636	53,259	34,169	**476,264**
	General Contractor Fee	3.00%	306,620	383,530	231,399	126,225	80,982	**1,128,757**
	Total Construction Cost		**$10,527,302**	**$13,167,879**	**$7,944,711**	**$4,333,714**	**$2,780,387**	**$38,753,992**

BERNARDS
BUILDERS - MANAGEMENT SERVICES

Northeast Parking Lot

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — December 17, 2009

Gensler — Jerry Higgins

Area Summary

Gross Site Area	1,426,396 sf
Number of Parking Spaces	4,457 ea

01	Demolition	$ 240,241	$ 0.17
02	Sitework	7,331,981	5.14
03	Foundation	-	-
04	Substructure	-	-
05	Superstructure	-	-
06	Exterior Skin	-	-
07	Roofing	-	-
08	Interior Construction	-	-
09	Conveying Systems	-	-
10	Special Construction	-	-
11	Fire Protection	-	-
12	Plumbing	-	-
13	Mechanical	-	-
14	Electrical	1,668,800	1.17

Subtotal		**$ 9,241,022**	**$ 6.31**
Contractor General Conditions	6.00%	554,461	0.39
General Requirements	2.00%	195,910	0.14
Contractor's GL Insurance	1.00%	99,914	0.07
Subguard Program	1.40%	129,374	0.09
General Contractor Fee	3.00%	306,620	0.21

Total Conceptual Estimate	**$ 10,527,302**	**$ 7.38**

Northeast Parking Lot

Fremont Ballpark Site Develoment - Phase 1A **Conceptual Estimate**

Fremont, California Gross Site Area 1,426,396 sf December 17, 2009

Gensler Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
01 DEMOLITION					
Demolition					
Demolish (e) Buildings	22,997	sf	4.00	91,988	
Remove & Dispose of AC Paving at Lopes Court	75,103	sf	1.25	93,879	
Remove & Dispose of Concrete Paving	27,187	sf	2.00	54,374	
SUBTOTAL: Demolition				**240,241**	
Abatement					
Hazardous or Contaminated Material Handling or Disposal				**Excluded**	
SUBTOTAL: Abatement				**-**	
SUBTOTAL 01: DEMOLITION					**240,241**
02 SITEWORK					
Surveying					
Surveying for New Improvements	1	ls	60,000.00	60,000	
SUBTOTAL: Surveying				**60,000**	
Earthwork					
Site Clearing and Subgrade Prep	1,426,396	sf	0.25	356,599	
Implement Storm Water Pollution Prevention Plan	1,426,396	sf	0.05	71,320	
SUBTOTAL: Earthwork				**427,919**	
Asphalt Paving					
Asphalt Concrete Pavement, 3" o/ 4"	1,173,344	sf	3.00	3,520,032	
Asphalt Concrete Pavement at Truck Drive, 4" o/ 10"	47,205	sf	4.25	200,623	
Striping for Parking Stalls	4,357	ea	25.00	108,937	
Striping and Signage for Handicapped Stall	100	ea	200.00	20,000	
Cross Hatching, Cross Walks and Directional Arrows	1,220,549	sf	0.02	24,411	
SUBTOTAL: Asphalt Paving				**3,874,003**	

Northeast Parking Lot

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 1,426,396 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Site Concrete					
Concrete Drive Entries	14,234	sf	10.00	142,339	
Concrete Curb (Perimeter, Only)	5,504	lf	18.00	99,065	
SUBTOTAL: Site Concrete				**241,403**	
Site Utilities					
Site Drainage at Parking Area	1,426,396	sf	0.25	356,599	
Storm Water Retention System				Not Required	
SUBTOTAL: Site Utilities				**356,599**	
Landscaping					
Landscape Shrubs and Groundcover at East/South/West Perimeter	142,221	sf	3.50	497,775	
24" Box Trees	228	ea	450.00	102,399	
36" Box Trees	114	ea	800.00	91,022	
48" Box Trees	25	ea	1,400.00	35,000	
Bio Swale Landscaping, 4.0% of Paved Areas	49,391	sf	8.00	395,131	
Irrigation System	142,221	sf	2.00	284,443	
SUBTOTAL: Landscaping				**1,405,770**	
Reinforcing Steel					
Rebar for Drive Entries (2#/sf)	28,468	lbs	0.85	24,198	
SUBTOTAL: Reinforcing Steel				**24,198**	
Site Fencing					
Wrought Iron Fencing at North and West Portions of Site Perimeter, 8'	3,177	lf	210.00	667,089	
Gates - Double, 8' height	2	ea	15,000.00	30,000	
Chain Link Fence at East P/L, 8'	900	lf	50.00	45,000	
SUBTOTAL: Site Fencing				**742,089**	
Site Signage					
Site Vehicular Directional Signage Allowance	1	ls	50,000.00	50,000	
SUBTOTAL: Site Signage				**50,000**	

Northeast Parking Lot

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 1,426,396 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Miscellaneous Items					
Parking Entry Booths/Gates Systems	2	ea	75,000.00	150,000	
SUBTOTAL: Miscellaneous Items				**150,000**	
SUBTOTAL: 02 - SITEWORK					**7,331,981**
14 ELECTRICAL					
Electrical					
Allow for Main Gear and Service	1	ls	100,000.00	100,000	
Luminaire - Double Head Pole Mounted, 400Ww/Concrete Base w/Concrete Base	181	ea	5,500.00	995,500	
Distribution for Parking Lot Lighting	13,650	lf	42.00	573,300	
SUBTOTAL: Electrical				**1,668,800**	
SUBTOTAL: 14 - ELECTRICAL					**1,668,800**
SUBTOTAL					**9,241,022**
Contractor General Conditions			6.00%		554,461
General Requirements			2.00%		195,910
Contractor's GL Insurance			1.00%		99,914
Subguard Program			1.40%		129,374
General Contractor Fee			3.00%		306,620
TOTAL					**10,527,302**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Refurbish South Parking Lot Summary

Fremont Ballpark Site Develoment - Phase 1A

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

Gross Site Area	2,535,304 sf	

01	Demolition		$ 1,669,517	$	0.66
02	Sitework		7,157,643		2.82
03	Foundation		-		-
04	Substructure		-		-
05	Superstructure				-
06	Exterior Skin		-		-
07	Roofing		-		-
08	Interior Construction		-		-
09	Conveying Systems		-		-
10	Special Construction		-		-
11	Fire Protection		-		-
12	Plumbing		-		-
13	Mechanical		-		-
14	Electrical		2,731,800		1.08
	Total Direct Cost		**$ 11,558,960**	**$**	**4.56**
	Contractor General Conditions	6.00%	693,538		0.27
	General Requirements	2.00%	245,050		0.10
	Contractor's GL Insurance	1.00%	124,975		0.05
	Subguard Program	1.40%	161,825		0.06
	General Contractor Fee	3.00%	383,530		0.15
	Total Conceptual Estimate		**$ 13,167,879**	**$**	**5.19**

Refurbish South Parking Lot

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 2,535,304 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
01 DEMOLITION					
Demolition					
Demolish (e) Buildings	111,642	sf	8.00	893,134	
Remove & Dispose of Concrete Paving	49,981	sf	2.00	99,963	
Demo AC Paving / Loading Dock / Rail Lines	193,263	sf	3.50	676,420	
SUBTOTAL: Demolition				**1,669,517**	
Abatement					
Hazardous or Contaminated Material Handling or Disposal				**Excluded**	
SUBTOTAL: Abatement				**-**	
SUBTOTAL 01: DEMOLITION					**1,669,517**
02 Sitework					
Surveying					
Surveying for New Improvements	1	ls	25,000.00	25,000	
SUBTOTAL: Surveying				**25,000**	
Earthwork					
Subgrade Preparation / Fine Grade	593,833	sf	0.25	148,458	
SUBTOTAL: Earthwork				**148,458**	
Asphalt Paving					
Asphalt Concrete Pavement, 3" o/ 4"	544,281	sf	3.00	1,632,844	
Asphalt Concrete Pavement at Truck Drive, 4" o/ 10"	49,551	sf	4.25	210,593	
Allowance for A.C. Patching (1.0% of existing A.C.)	15,188	sf	8.00	121,502	
Sealcoat (e) A.C. Paving	1,518,775	sf	0.67	1,012,517	
Parking Stall Striping	7,823	ea	25.00	195,571	
HC Stall Striping and Signage	100	ea	200.00	20,000	
Cross Hatching, Cross Walks and Directional Arrows	2,535,304	sf	0.02	50,706	
SUBTOTAL: Asphalt Paving				**3,243,733**	
Site Concrete					
Concrete Drive Entries	14,234	lf	10.00	142,339	
Concrete Curb (Perimeter, Only)	7,341	lf	18.00	132,137	
SUBTOTAL: Site Concrete				**274,476**	

Refurbish South Parking Lot

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 2,535,304 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Site Utilities					
Site Drainage at New Paving	593,833	sf	0.25	148,458	
SUBTOTAL: Site Utilities				**148,458**	
Landscaping					
Landscape Shrubs and Groundcover at Perimeter	236,566	sf	3.50	827,982	
24" Box Trees	379	ea	450.00	170,328	
36" Box Trees	189	ea	800.00	151,403	
48" Box Trees	15	ea	1,400.00	21,000	
Bio Swale Landscaping, 4.0% of Paved Areas	24,323	sf	8.00	194,581	
Irrigation System	236,566	sf	2.50	591,416	
90-Day Landscape Maintenance Period	3	mth	7,500.00	22,500	
SUBTOTAL: Landscaping				**1,979,210**	
Reinforcing Steel					
Rebar for Drives (2#/sf)	28,468	lbs	0.85	24,198	
SUBTOTAL: Reinforcing Steel				**24,198**	
Site Fencing					
Wrought Iron Fencing at Site Perimeter, 8'	5,043	lf	210.00	1,059,111	
Gates - Double, 8' height	2	pr	15,000.00	30,000	
Chain Link Fence at East and South P/L, 8'		lf	50.00	-	
Pedestrian Gates		ea	100.00	-	
Vehicle Gates		ea	500.00	-	
8ft Plywood Barricade		lf	40.00	-	
SUBTOTAL: Site Fencing				**1,089,111**	
Signage					
Site Vehicular Directional Signage Allowance	1	ls	75,000.00	75,000	
SUBTOTAL: Signage				**75,000**	
Miscellaneous Items					
Parking Entry Booths/Gates Systems	2	ea	75,000.00	150,000	
SUBTOTAL: Miscellaneous Items				**150,000**	
SUBTOTAL: 02 - SITEWORK					**7,157,643**
14 ELECTRICAL					
Electrical System					
Allow for Main Gear and Service	1	ls	125,000.00	125,000	

Refurbish South Parking Lot

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 2,535,304 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Luminaire - Double Head Pole Mounted, 400Ww/Concrete Base w/Concrete Base	301	ea	5,500.00	1,655,500	
Distribution for Parking Lot Lighting	22,650	lf	42.00	951,300	
SUBTOTAL: Electrical System				**2,731,800**	
SUBTOTAL: 14 - ELECTRICAL					**2,731,800**
Total Direct Cost					**11,558,960**
Contractor General Conditions			6.00%		693,538
General Requirements			2.00%		245,050
Contractor's GL Insurance			1.00%		124,975
Subguard Program			1.40%		161,825
General Contractor Fee			3.00%		383,530
TOTAL					**13,167,879**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Pedestrian Promenade

Fremont Ballpark Site Develoment - Phase 1A **Conceptual Estimate**

Fremont, California December 17, 2009

Gensler Jerry Higgins

Area Summary

	Gross Site Area		228,298 sf	
01	Demolition		392,769	$ 1.72
02	Sitework		4,620,507	20.24
03	Foundation		0	-
04	Substructure		0	-
05	Superstructure		0	-
06	Exterior Skin		0	-
07	Roofing		0	-
08	Interior Construction		0	-
09	Conveying Systems		0	-
10	Special Construction		752,793	3.30
11	Fire Protection		0	-
12	Plumbing		0	-
13	Mechanical		0	-
14	Electrical		1,207,916	5.29
	Subtotal		**6,973,985**	**$ 28.83**
	Contractor General Conditions	6.00%	418,439	1.83
	General Requirements	2.00%	147,848	0.65
	Contractor's GL Insurance	1.00%	75,403	0.33
	Subguard Program	1.40%	97,636	0.43
	General Contractor Fee	3.00%	231,399	1.01
	Total Conceptual Estimate		**7,944,711**	**$ 33.08**

BERNARDS

Pedestrian Promenade

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 228,298 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
01 DEMOLITION					
Demolition					
Remove & Dispose of Concrete Paving	103,712	sf	2.00	207,425	
Remove Rail Spur Tracks, Loading Dock, Concrete and AC Paving	52,956	sf	3.50	185,344	
SUBTOTAL: Demolition				**392,769**	
SUBTOTAL 01: DEMOLITION					**392,769**
02 SITEWORK					
Surveying					
Surveying for New Improvements	1	ls	20,000.00	20,000	
SUBTOTAL: Surveying				**20,000**	
Earthwork					
Subgrade Preparation / Fine Grade	228,298	sf	0.25	57,075	
Implement Storm Water Pollution Prevention Plan	228,298	sf	0.05	11,415	
SUBTOTAL: Earthwork				**68,489**	
Asphalt Paving					
Asphalt Concrete Pavement, 4" o/ 6"		sf	4.00	-	
SUBTOTAL: Asphalt Paving				**-**	
Site Concrete					
Decorative Concrete Paving at Promenade	104,416	sf	12.00	1,252,995	
Decorative Concrete Paving at Vehicular Cross-Drives	9,485	sf	15.00	142,282	
Decorative Concrete Paving at Central Plaza	76,396	sf	18.00	1,375,134	
Planter Walls, 30"	9,500	sf	28.00	266,000	
Planter Wall Footings (2.5 x 1.5)	528	cy	325.00	171,528	
Seat Walls at Central Plaza, 18"	2,500	sf	30.00	75,000	
Seat Wall Footings (2 x 1)	74	cy	325.00	24,074	
SUBTOTAL: Site Concrete				**3,307,013**	

BERNARDS

Pedestrian Promenade

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 228,298 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Site Utilities					
Area Drains	127	ea	750.00	95,149	
Storm Drain Piping to 6"	3,806	lf	35.00	133,209	
Water to Vendor Kiosks	1,900	lf	38.00	72,200	
SUBTOTAL: Site Utilities				**300,558**	
Landscaping					
Landscape Shrubs and Groundcover	38,000	sf	7.50	285,000	
24" Box Trees	101	ea	450.00	45,600	
36" Box Trees	43	ea	800.00	34,743	
48" Box Trees	10	ea	1,400.00	14,000	
Allow for Planted Pots w/ Irrigation at Central Plaza	25	ea	2,500.00	62,500	
Drains at Potted Plants	25	ea	500.00	12,500	
Allowance for Tree Wells Covers	1,280	sf	75.00	96,000	
Irrigation	38,000	sf	2.50	95,000	
SUBTOTAL: Landscaping				**645,343**	
Reinforcing Steel					
Rebar for Pedestrian Concrete Paving (1.5#/sf)	156,624	lbs	0.85	133,131	
Rebar for Vehicular Concrete Paving (2#/sf)	114,595	lbs	0.85	97,405	
Rebar for Planter and Seat Walls (6#/sf)	12,000	lbs	0.85	10,200	
Rebar for Wall Footings (75#/cy)	45,139	lbs	0.85	38,368	
SUBTOTAL: Reinforcing Steel				**279,104**	
SUBTOTAL: 02 - SITEWORK					**4,620,507**
10 SPECIAL CONSTRUCTION					
Site Specialties					
Allowance for Site Furniture	1	ls	150,000.00	150,000	
Allowance for Site Feature at Central Plaza (Gazebo Stage, Water Feature, Upgrade Planter Walls, etc.)	1	ls	250,000.00	250,000	
Retail Merchandise Unit or Kiosks				By Vendors	
Signage/Graphics/Branding	1	ls	200,000.00	200,000	
SUBTOTAL: Site Specialties				**600,000**	

Pedestrian Promenade

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Site Area 228,298 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Special Features					
Allowance for Background Audio System at Central Plaza	76,396	sf	2.00	152,793	
SUBTOTAL: Special Features				**152,793**	
SUBTOTAL: SPECIAL CONSTRUCTION					**752,793**
14 ELECTRICAL					
Electrical					
Lighting	228,298	sf	3.00	684,894	
Power	228,298	sf	1.00	228,298	
Power and Data to Kiosks	1,900	lf	65.00	123,500	
Security	228,298	sf	0.75	171,224	
SUBTOTAL: Electrical				**1,207,916**	
SUBTOTAL: 14 - ELECTRICAL					**1,207,916**
SUBTOTAL					**6,973,985**
Contractor General Conditions			6.00%		418,439
General Requirements			2.00%		147,848
Contractor's GL Insurance			1.00%		75,403
Subguard Program			1.40%		97,636
General Contractor Fee			3.00%		231,399
TOTAL					**7,944,711**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Street Frontage Landscaping Summary

Fremont Ballpark Site Develoment - Phase 1A

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

Gross Area	641,863 sf	
Net Area	0 sf	

01	Demolition		$ 28,300	$ 0.04
02	Sitework		3,577,398	5.57
03	Foundation		-	-
04	Substructure		-	-
05	Superstructure		-	-
06	Exterior Skin		-	-
07	Roofing		-	-
08	Interior Construction		-	-
09	Conveying Systems		-	-
10	Special Construction		20,000	0.03
11	Fire Protection		-	-
12	Plumbing		-	-
13	Mechanical		-	-
14	Electrical		178,500	0.28
	Total Direct Cost		**$ 3,804,198**	**$ 5.93**
	Contractor General Conditions	6.00%	228,252	0.36
	General Requirements	2.00%	80,649	0.13
	Contractor's GL Insurance	1.00%	41,131	0.06
	Subguard Program	1.40%	53,259	0.08
	General Contractor Fee	3.00%	126,225	0.20
	TOTAL		**$ 4,333,714**	**$ 6.75**

Street Frontage Landscaping

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Area — 641,863 sf — December 17, 2009

Gensler — Jerry Higgins

	DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
01	**DEMOLITION**					
	Demolition					
	Demolish (e) Drive Entry From Grimmer	14,150	sf	2.00	28,300	
	SUBTOTAL: Demolition				**28,300**	
	SUBTOTAL 01: DEMOLITION					**28,300**
02	**SITE WORK**					
	Surveying					
	Surveying for New Improvements	1	ls	20,000.00	20,000	
	SUBTOTAL: Surveying				**20,000**	
	Earthwork					
	Scarify 12", Recompact and Grade for New Paving	-	sf	0.50	-	
	Site Clearing and Subgrade Prep	516,488	cy	0.25	129,122	
	Implement SWPPP	641,863	sf	0.05	32,093	
	SUBTOTAL: Earthwork				**161,215**	
	Asphalt Paving					
	AC Paving at New Frontage Road, 4" o/ 6"	-	sf	4.00	-	
	SUBTOTAL: Asphalt Paving				**-**	
	Site Concrete					
	Concrete Curb and Gutter	-	lf	18.00	-	
	Public Sidewalk, 5' Wide	25,346	sf	5.50	139,401	
	SUBTOTAL: Site Concrete				**139,401**	
	Landscaping					
	Landscape Shrubs and Groundcover	516,488	sf	3.50	1,807,708	
	24" Box Trees	413	ea	450.00	185,936	
	36" Box Trees	215	ea	800.00	172,163	
	48" Box Trees	20	ea	1,400.00	28,000	
	Irrigation System	516,488	sf	2.00	1,032,976	
	90-Day Landscape Maintenance Period	3	mo	10,000.00	30,000	
	SUBTOTAL: Landscaping				**3,256,782**	
	SUBTOTAL: 02 - SITE WORK					**3,577,398**

Street Frontage Landscaping

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Gross Area — 641,863 sf — December 17, 2009

Gensler — Jerry Higgins

	DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
10	**SPECIALTIES**					
	Site I.D. Signage Allowance	1	ls	20,000.00	20,000	
	Subtotal : Specialties				**20,000**	
	SUBTOTAL: 10 - SPECIALTIES					**20,000**
14	**ELECTRICAL**					
	Electrical					
	Light Poles and Luminaires, Including Power Supply	-	sf	3.00	-	
	Street Lights at Public Streets, 200' o.c.	21	ea	8,500.00	178,500	
	SUBTOTAL: Electrical				**178,500**	
	SUBTOTAL: 14 - ELECTRICAL					**178,500**
	Total Direct Cost					**3,804,198**
	Contractor General Conditions			6.00%		228,252
	General Requirements			2.00%		80,649
	Contractor's GL Insurance			1.00%		41,131
	Subguard Program			1.40%		53,259
	General Contractor Fee			3.00%		126,225
	TOTAL					**4,333,714**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Site Utilites Infrastructure Summary

Fremont Ballpark Site Develoment - Phase 1A

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

Gross Area

Net Area

01	Demolition	$	-
02	Sitework		866,933
03	Foundation		-
04	Substructure		-
05	Superstructure		-
06	Exterior Skin		-
07	Roofing		-
08	Interior Construction		-
09	Conveying Systems		-
10	Special Construction		-
11	Fire Protection		-
12	Plumbing		-
13	Mechanical		-
14	Electrical		1,573,731

Total Direct Cost		**$ 2,440,665**
Contractor General Conditions	6.00%	146,440
General Requirements	2.00%	51,742
Contractor's GL Insurance	1.00%	26,388
Subguard Program	1.40%	34,169
General Contractor Fee	3.00%	80,982
TOTAL		**$ 2,780,387**

BERNARDS

Site Utilites Infrastructure

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
02 SITE WORK					
Surveying					
Surveying for New Improvements	1	ls	25,000.00	25,000	
SUBTOTAL: Surveying				**25,000**	
Earthwork					
Haul Spoils	1,596	cy	15.00	23,933	
SUBTOTAL: Earthwork				**23,933**	
Site Utilities					
Domestic Water Service to Stadium, to 10"	800	lf	125.00	100,000	
Water Supply Piping to Irrigation System				w/ Stadium	
Sewer, Stadium to Main, to 12" PVC	2,000	lf	55.00	110,000	
Grease Waste Connections to Stadium, 4" to 6"				w/ Stadium	
Grease Interceptors				w/ Stadium	
Fire Water Service from PL and Loop, 12"	2,700	lf	65.00	175,500	
Fire Water Laterals from (e) Loop to New Fire Hydrant Locations	1,200	lf	55.00	66,000	
Install Fire Hydrants	8	ea	3,500.00	28,000	
New Storm Drain, Loop and Stadium to Main, 12"	2,900	lf	55.00	159,500	
Storm Drain Laterals from Stadium, to 8"	1,800	lf	35.00	63,000	
Catch Basins	58	ea	2,000.00	116,000	
Gas Supply to Stadium				By Utility Company	
SUBTOTAL: Site Utilities				**818,000**	
SUBTOTAL: 02 - SITE WORK					**866,933**
14 ELECTRICAL					
Electrical					
Electrical Service	2,000	lf	- - - -	- - - -	
Allowance for Electrical Service (Assume Two 5,000 Amp Services)	10,000	amp	40.00	400,000	
Excavate for Ductbank and Manholes	1,239	cy	25.00	30,972	
Backfill Trench over Ductbank and Excavation around Manholes	826	cy	30.00	24,778	
5 in. PVC Conduit (Based on 4 each for 2000 LF run)	8,000	lf	42.00	336,000	

Site Utilites Infrastructure

Fremont Ballpark Site Develoment - Phase 1A

Fremont, California

Gensler

Conceptual Estimate

December 17, 2009

Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Concrete Encasement of Conduit	296	cy	275.00	81,481	
Manholes (Based on 300LF spacing)	7	ea	7,500.00	52,500	
Conductors (Based on 12ea 500MCM)	24,000	lf	27.00	648,000	
Transformers and Main Gear for Stadium	w/ Stadium			w/ Stadium	
SUBTOTAL: Electrical				**1,573,731**	
SUBTOTAL: 14 - ELECTRICAL					**1,573,731**
Total Direct Cost					**2,440,665**
Contractor General Conditions			6.00%		146,440
General Requirements			2.00%		51,742
Contractor's GL Insurance			1.00%		26,388
Subguard Program			1.40%		34,169
General Contractor Fee			3.00%		80,982
TOTAL					**2,780,387**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Project Summary

Fremont Ballpark Site Develoment - Phases 1A and 1B

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Project Phase			Amount
Total Construction Cost			
Phase 1A		$	46,039,743
Phase 1B			230,662,765
TOTAL CONSTRUCTION COST			**276,702,508**
Soft Costs	20.00%		55,340,502
Design Contingency	15.00%		41,505,376
TOTAL PROJECT COST		**$**	**373,548,386**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Summary, Extended

Fremont Ballpark Site Develoment - **Phase 1B**

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Base Project	**Direct Cost**	**Cost w/ Contractor Indirects**	Construction Estimate Contingency 10.00%	Escalation to 2015 Construction 20.00%	**Total Construction Cost**	Soft Costs 20.00%	Design Contingency 15.00%	**TOTAL PROJECT COST**
Retail Building Shell	46,690,741	53,189,736	5,318,974	11,701,742	70,210,451	14,042,090	10,531,568	**94,784,109**
Office Shell and Core	42,812,107	48,771,225	4,877,123	10,729,670	64,378,018	12,875,604	9,656,703	**86,910,324**
Residential	37,000,000	42,150,117	4,215,012	9,273,026	55,638,155	11,127,631	8,345,723	**75,111,509**
Site Work	21,089,948	24,025,508	2,402,551	5,285,612	31,713,670	6,342,734	4,757,051	**42,813,455**
Site Utilites Infrastructure	5,800,542	6,607,933	660,793	1,453,745	8,722,472	1,744,494	1,308,371	**11,775,337**
TOTAL	**153,393,338**	**174,744,519**	**17,474,452**	**38,443,794**	**230,662,765**	**46,132,553**	**34,599,415**	**311,394,733**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Executive Summary

Fremont Ballpark Site Develoment - **Phase 1B** **Conceptual Estimate**

Fremont, California December 17, 2009

Gensler Jerry Higgins

Building Type Summary	Area	$/ SF	Amount
Retail Building Shell	460,000 sf	101.50 /sf	46,690,741
Office Shell and Core	460,000 sf	93.07 /sf	42,812,107
Residential	200,000 sf	185.00 /sf	37,000,000
Site Work	2,900,271 sf	7.27 /sf	21,089,948
Site Utilites Infrastructure	2,900,271 sf	2.00 /sf	5,800,542
Total Direct Cost			**153,393,338**
Contractor General Conditions		6.00%	9,203,600
General Requirements		2.00%	3,251,939
Contractor's GL Insurance		1.00%	1,658,489
Subguard Program		1.40%	2,147,507
General Contractor Fee		3.00%	5,089,646
Subtotal			**174,744,519**
Construction Estimate Contingency		10.00%	17,474,452
Escalation to 2015 Construction Start, 4% per Year		20.00%	38,443,794
TOTAL CONSTRUCTION COST			**230,662,765**
Soft Costs		20.00%	46,132,553
Design Contingency		15.00%	34,599,415
TOTAL PROJECT COST			**$ 311,394,733**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

System Summary

Fremont Ballpark Site Develoment - Phase 1B

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

AREA SUMMARY:			Retail Building Shell	Office Shell and Core	Residential	Site Work	Site Utilites Infrastructure	Total
	Gross Area		460,000 sf	460,000 sf	200,000 sf	2,900,271 sf		
	Net Area		437,000 sf	414,000 sf	170,000 sf			
SYSTEMS:								
No.	**Description**							
01	Demolition		0	0	0	2,175,203	0	**2,175,203**
02	Sitework		0	0	655,629	14,096,818	2,060,374	**16,812,822**
03	Foundations		2,836,534	222,357	0	0	0	**3,058,891**
04	Substructure		3,588,000	418,518	63,810	0	0	**4,070,328**
05	Superstructure		16,588,254	13,207,754	7,539,695	0	0	**37,335,703**
06	Exterior Skin		8,361,936	7,394,371	7,844,353	0	0	**23,600,660**
07	Roofing		0	3,795,000	943,508	0	0	**4,738,508**
08	Interior Construction		2,982,132	2,115,082	9,302,607	0	0	**14,399,821**
09	Conveying		0	1,283,101	797,926	0	0	**2,081,027**
10	Special Construction		0	0	0	250,000	0	**250,000**
11	Fire Protection		1,920,519	1,725,000	3,812,252	0	0	**7,457,772**
12	Plumbing		987,667	5,432,851	692,341	0	0	**7,112,859**
13	Mechanical		3,727,718	3,143,333	1,733,845	0	0	**8,604,896**
14	Electrical		5,697,981	4,074,739	3,614,033	4,567,927	3,740,168	**21,694,847**
	Total Direct Cost		**$46,690,741**	**$42,812,107**	**$37,000,000**	**$21,089,948**	**$5,800,542**	**$153,393,338**
	Contractor General Conditions	6.00%	2,801,444	2,568,726	2,220,000	1,265,397	348,033	**9,203,600**
	General Requirements	2.00%	989,844	907,617	784,400	447,107	122,971	**3,251,939**
	Contractor's GL Insurance	1.00%	504,820	462,885	400,044	228,025	62,715	**1,658,489**
	Subguard Program	1.40%	653,670	599,370	518,000	295,259	81,208	**2,147,507**
	General Contractor Fee	3.00%	1,549,216	1,420,521	1,227,673	699,772	192,464	**5,089,646**
	Total Construction Cost		**$53,189,736**	**$48,771,225**	**$42,150,117**	**$24,025,508**	**$6,607,933**	**$174,744,519**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Retail Building Shell Summary

Fremont Ballpark Site - Phase 1B

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

Building Area	460,000 sf
Net Area	437,000 sf

01	Demolition		0	$ -
02	Sitework		0	-
03	Foundation		2,836,534	6.17
04	Substructure		3,588,000	7.80
05	Superstructure		16,588,254	36.06
06	Exterior Skin		8,361,936	18.18
07	Roofing		0	-
08	Interior Construction		2,982,132	6.48
09	Conveying Systems		0	-
10	Special Construction		0	-
11	Fire Protection		1,920,519	4.18
12	Plumbing		987,667	2.15
13	Mechanical		3,727,718	8.10
14	Electrical		5,697,981	12.39
	Subtotal		**$ 46,690,741**	**$ 101.50**
	Contractor General Conditions	6.00%	2,801,444	6.09
	General Requirements	2.00%	989,844	2.15
	Contractor's GL Insurance	1.00%	504,820	1.10
	Subguard Program	1.40%	653,670	1.42
	General Contractor Fee	3.00%	1,549,216	3.37
	Total Conceptual Estimate		**$ 53,189,736**	**$ 115.63**

BERNARDS
BUILDERS - MANAGEMENT SERVICES

Office Shell and Core Summary

Fremont Ballpark Site - Phase 1B

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

Building Area	460,000 sf
Net Area	414,000 sf

01	Demolition	0	$	-
02	Sitework	0		-
03	Foundation	222,357		0.48
04	Substructure	418,518		0.91
05	Superstructure	13,207,754		28.71
06	Exterior Skin	7,394,371		16.07
07	Roofing	3,795,000		8.25
08	Interior Construction	2,115,082		4.60
09	Conveying Systems	1,283,101		2.79
10	Special Construction	0		-
11	Fire Protection	1,725,000		3.75
12	Plumbing	5,432,851		11.81
13	Mechanical	3,143,333		6.83
14	Electrical	4,074,739		8.86

Subtotal		**$ 42,812,107**	**$**	**93.07**
Contractor General Conditions	6.00%	2,568,726		5.58
General Requirements	2.00%	907,617		1.97
Contractor's GL Insurance	1.00%	462,885		1.01
Subguard Program	1.40%	599,370		1.30
General Contractor Fee	3.00%	1,420,521		3.09
Total		**$ 48,771,225**	**$**	**106.02**

BERNARDS
BUILDERS + MANAGEMENT SERVICES

Residential Summary

Fremont Ballpark Site - Phase 1B

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

Building Area	200,000	sf
Net Area	170,000	sf

01	Demolition		0	$ -
02	Sitework		655,629	3.28
03	Foundation		0	-
04	Substructure		63,810	0.32
05	Superstructure		7,539,695	37.70
06	Exterior Skin		7,844,353	39.22
07	Roofing		943,508	4.72
08	Interior Construction		9,302,607	46.51
09	Conveying Systems		797,926	3.99
10	Special Construction		0	-
11	Fire Protection		3,812,252	19.06
12	Plumbing		692,341	3.46
13	Mechanical		1,733,845	8.67
14	Electrical		3,614,033	18.07
	Subtotal		**$ 37,000,000**	**$ 185.00**
	Contractor General Conditions	6.00%	2,220,000	11.10
	General Requirements	2.00%	784,400	3.92
	Contractor's GL Insurance	1.00%	400,044	2.00
	Subguard Program	1.40%	518,000	2.59
	General Contractor Fee	3.00%	1,227,673	6.14
	Total		**$ 42,150,117**	**$ 210.75**

BERNARDS
BUILDERS - MANAGEMENT SERVICES

Site Work Summary

Fremont Ballpark Site Develoment - Phase 1B

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

	Gross Site Area		2,900,271 sf	
01	Demolition		2,175,203	$ 0.75
02	Sitework		14,096,818	4.86
03	Foundation		0	-
04	Substructure		0	-
05	Superstructure		0	-
06	Exterior Skin		0	-
07	Roofing		0	-
08	Interior Construction		0	-
09	Conveying Systems		0	-
10	Special Construction		250,000	0.09
11	Fire Protection		0	-
12	Plumbing		0	-
13	Mechanical		0	-
14	Electrical		4,567,927	1.58
	Subtotal		**$ 21,089,948**	**$ 7.27**
	Contractor General Conditions	6.00%	1,265,397	0.44
	General Requirements	2.00%	447,107	0.15
	Contractor's GL Insurance	1.00%	228,025	0.08
	Subguard Program	1.40%	295,259	0.10
	General Contractor Fee	3.00%	699,772	0.24
	Total Conceptual Estimate		**$ 24,025,508**	**$ 8.28**

Site Work

Fremont Ballpark Site Develoment - Phase 1B — **Conceptual Estimate**

Fremont, California — Gross Site Area 2,900,271 sf — December 17, 2009

Gensler — Net Site Area 870,081 sf — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
01 DEMOLITION					
Demolition					
Remove & Dispose of AC Paving, Parking Lot Lighting, and Associated Improvements	2,900,271	sf	0.75	2,175,203	
SUBTOTAL: Demolition				**2,175,203**	
SUBTOTAL 01: DEMOLITION					**2,175,203**
02 SITEWORK					
Surveying					
Surveying for New Improvements	1	ls	400,000.00	400,000	
SUBTOTAL: Surveying				**400,000**	
Earthwork					
Subgrade Preparation / Fine Grade	516,000	sf	0.50	258,000	
Rough Grading, Over-Ex and Recompaction of Building Subgrades	486,700	cy	5.00	2,433,500	
Implement Storm Water Pollution Prevention Plan	2,900,271	sf	0.05	145,014	
SUBTOTAL: Earthwork				**2,836,514**	
Asphalt Paving					
Asphalt Concrete Pavement, 4" o/ 10"	516,000	sf	4.25	2,193,000	
SUBTOTAL: Asphalt Paving				**2,193,000**	
Site Concrete					
Concrete Walks, 8'	200,130	sf	8.00	1,601,040	
Curb and Gutter	25,016	lf	18.00	450,288	
Decorative Concrete Paving	211,036	sf	10.00	2,110,358	
Allowance for Planter Walls and Footing	211,036	ssf	2.00	422,072	
SUBTOTAL: Site Concrete				**4,583,757**	
Site Utilities					
Site Drainage at Roads, Walks and Planters	725,068	sf	0.50	362,534	
SUBTOTAL: Site Utilities				**362,534**	

Site Work

Fremont Ballpark Site Develoment - Phase 1B — **Conceptual Estimate**

Fremont, California — Gross Site Area 2,900,271 sf — December 17, 2009

Gensler — Net Site Area 870,081 sf — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
Landscaping					
Landscape Shrubs and Groundcover at Streets	40,026	sf	10.00	400,260	
Landscape Shrubs and Groundcover in Plazas	52,759	sf	10.00	527,589	
Additional Landscaped Open Space	236,295	sf	6.50	1,535,918	
Irrigation	329,080	sf	2.50	822,700	
SUBTOTAL: Landscaping				**3,286,467**	
Reinforcing Steel					
Rebar for Pedestrian Concrete Paving (1.5#/sf)	300,195	lbs	0.85	255,166	
Rebar for Planter and Seat Walls (6#/sf)	211,036	lbs	0.85	179,380	
SUBTOTAL: Reinforcing Steel				**434,546**	
SUBTOTAL: 02 - SITEWORK					**14,096,818**
10 SPECIAL CONSTRUCTION					
Site Specialties					
Allowance for Site Furniture	1	ls	250,000.00	250,000	
SUBTOTAL: Site Specialties				**250,000**	
SUBTOTAL: SPECIAL CONSTRUCTION					**250,000**
14 ELECTRICAL					
Electrical					
Lighting	870,081	sf	3.25	2,827,764	
Power	870,081	sf	1.25	1,087,602	
Security	870,081	sf	0.75	652,561	
SUBTOTAL: Electrical				**4,567,927**	
SUBTOTAL: 14 - ELECTRICAL					**4,567,927**

Site Work

Fremont Ballpark Site Develoment - Phase 1B — **Conceptual Estimate**

Fremont, California — Gross Site Area 2,900,271 sf — December 17, 2009

Gensler — Net Site Area 870,081 sf — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
SUBTOTAL					**21,089,948**
Contractor General Conditions			6.00%		1,265,397
General Requirements			2.00%		447,107
Contractor's GL Insurance			1.00%		228,025
Subguard Program			1.40%		295,259
General Contractor Fee			3.00%		699,772
TOTAL					**24,025,508**

BERNARDS
BUILDERS - MANAGEMENT SERVICES

Site Utilites Infrastructure Summary

Fremont Ballpark Site Develoment - Phase 1B

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

	Gross Site Area	2,900,271 sf	

01	Demolition	0	$	-
02	Sitework	2,060,374		0.71
03	Foundation	0		-
04	Substructure	0		-
05	Superstructure	0		-
06	Exterior Skin	0		-
07	Roofing	0		-
08	Interior Construction	0		-
09	Conveying Systems	0		-
10	Special Construction	0		-
11	Fire Protection	0		-
12	Plumbing	0		-
13	Mechanical	0		-
14	Electrical	3,740,168		1.29

Subtotal		**$ 5,800,542**	**$**	**2.00**
Contractor General Conditions	6.00%	348,033		0.12
General Requirements	2.00%	122,971		0.04
Contractor's GL Insurance	1.00%	62,715		0.02
Subguard Program	1.40%	81,208		0.03
General Contractor Fee	3.00%	192,464		0.07

Total Conceptual Estimate	**$ 6,607,933**	**$**	**2.28**

BERNARDS
BUILDERS • MANAGEMENT SERVICES

Bridge to BART

Fremont Ballpark Site Develoment - Phase 1A

Conceptual Estimate

Fremont, California

December 17, 2009

Gensler

Jerry Higgins

Area Summary

Gross Area	10,566 sf	
Net Area	10,566 sf	

01	Demolition		0	$ -
02	Sitework		0	-
03	Foundation		158,900	15.04
04	Substructure		0	-
05	Superstructure		2,301,457	217.81
06	Exterior Skin		96,361	9.12
07	Roofing		126,795	12.00
08	Interior Construction		0	-
09	Conveying Systems		190,000	17.98
10	Special Construction		1,618,000	153.13
11	Fire Protection		34,340	3.25
12	Plumbing		0	-
13	Mechanical		0	-
14	Electrical		109,813	10.39
	Total Direct Cost		**4,635,666**	**$ 438.72**
	Contractor General Conditions	6.00%	278,140	26.32
	General Requirements	2.00%	98,276	9.30
	Contractor's GL Insurance	1.00%	50,121	4.74
	Subguard Program	1.40%	64,899	6.14
	General Contractor Fee	3.00%	153,813	14.56
	Subtotal		**5,280,916**	**$ 499.79**
	Construction Estimate Contingency	10.00%	528,092	
	Escalation to 1st Qtr 2013 Construction Start	8.00%	464,721	
	TOTAL CONSTRUCTION COST		**6,273,728**	593.75
	Soft Costs	20.00%	1,254,746	
	Design Contingency	15.00%	941,059	
	TOTAL COST		**$ 8,469,533**	**$ 801.56**

Bridge to BART

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Area 10,566 sf — December 17, 2009

Gensler — Jerry Higgins

	DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
03	**Foundations**					
	Concrete					
	Foundations for Bridge Structure	400	cy	325.00	130,000	
	SUBTOTAL: Concrete				**130,000**	
	Reinforcing Steel					
	Rebar for Foudations (85#/sf)	34,000	lbs	0.85	28,900	
	SUBTOTAL: Reinforcing Steel				**28,900**	
	SUBTOTAL: 05 - SUPERSTRUCTURE					**158,900**
05	**SUPERSTRUCTURE**					
	Concrete					
	Concrete Fill at Metal Deck	10,566	sf	5.00	52,831	
	SUBTOTAL: Concrete				**52,831**	
	Reinforcing Steel					
	Rebar forConcrete Fills (1.5#/sf)	15,849	lbs	0.85	13,472	
	SUBTOTAL: Reinforcing Steel				**13,472**	
	Structural Steel and Miscellaneous Metals					
	Structural Steel Columns and Beams	264	tns	4,500.00	1,188,703	
	Structural Steel Columns and Beams for Roof Structure	63	tns	4,500.00	285,289	
	Miscellaneous Metals	10,566	sf	1.50	15,849	
	Stairs	1,250	sf	150.00	187,500	
	Metal Guardrails	1,040	lf	450.00	468,000	
	SUBTOTAL: Miscellaneous Metals				**2,145,341**	
	Metal Decking					
	Metal Floor Deck	10,566	sf	4.50	47,548	
	Metal Roof Deck	10,566	sf	4.00	42,265	
	SUBTOTAL: Metal Decking				**89,813**	
	SUBTOTAL: 05 - SUPERSTRUCTURE					**2,301,457**

Bridge to BART

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Area 10,566 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
06 EXTERIOR SKIN					
Caulking and Sealants					
Caulking and Sealants	10,566	sf	0.20	2,113	
SUBTOTAL: Caulking and Sealants				**2,113**	
Painting					
Painting of Structural Steel and Metal Deck	21,132	sf	3.00	63,397	
Painting of Guard Rails	4,680	sf	1.25	5,850	
SUBTOTAL: Painting				**69,247**	
Signage					
Signage	1	ls	25,000.00	25,000	
SUBTOTAL: Signage				**25,000**	
SUBTOTAL: 06 - EXTERIOR SKIN					**96,361**
07 ROOFING					
Roofing					
Standing Seam Metal Roof	10,566	sf	12.00	126,795	
SUBTOTAL: Roofing				**126,795**	
SUBTOTAL: 07 - ROOFING					**126,795**
09 CONVEYING SYSTEMS					
Elevators					
Elevators, Hydraulic	4	stop	35,000.00	140,000	
Elevator Cab Allowance	2	ea	25,000.00	50,000	
SUBTOTAL: Elevators				**190,000**	
SUBTOTAL: 09 - CONVEYING SYSTEMS					**190,000**
10 SPECIAL CONSTRUCTION					
Specialties					
Elevator Enclosure Structure, Complete	480	sf	350.00	168,000	
Modifications to BART Station for Added Riders From Stadium Events	1	ls	500,000.00	500,000	
Bridge Budget Contingency	1	ls	950,000.00	950,000	
SUBTOTAL: Specialties				**1,618,000**	
SUBTOTAL: 10 - SPECIAL CONSTRUCTINO					**1,618,000**

Bridge to BART

Fremont Ballpark Site Develoment - Phase 1A — **Conceptual Estimate**

Fremont, California — Area 10,566 sf — December 17, 2009

Gensler — Jerry Higgins

DESCRIPTION	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
11 FIRE PROTECTION					
Fire Sprinklers					
Fire Sprinkler System	10,566	sf	3.25	34,340	
SUBTOTAL: Fire Sprinklers				**34,340**	
SUBTOTAL: 11 - FIRE PROTECTION					**34,340**
14 ELECTRICAL					
Electrical					
Lighting	10,566	sf	6.00	63,397	
Power Supply from Bart Station	1	ls	20,000.00	20,000	
Security	10,566	sf	2.50	26,416	
SUBTOTAL: Electrical				**109,813**	
SUBTOTAL: 14 - ELECTRICAL					**109,813**
SUBTOTAL					**4,635,666**
Contractor General Conditions			6.00%		278,140
General Requirements			2.00%		98,276
Contractor's GL Insurance			1.00%		50,121
Subguard Program			1.40%		64,899
General Contractor Fee			3.00%		153,813
TOTAL					**5,280,916**

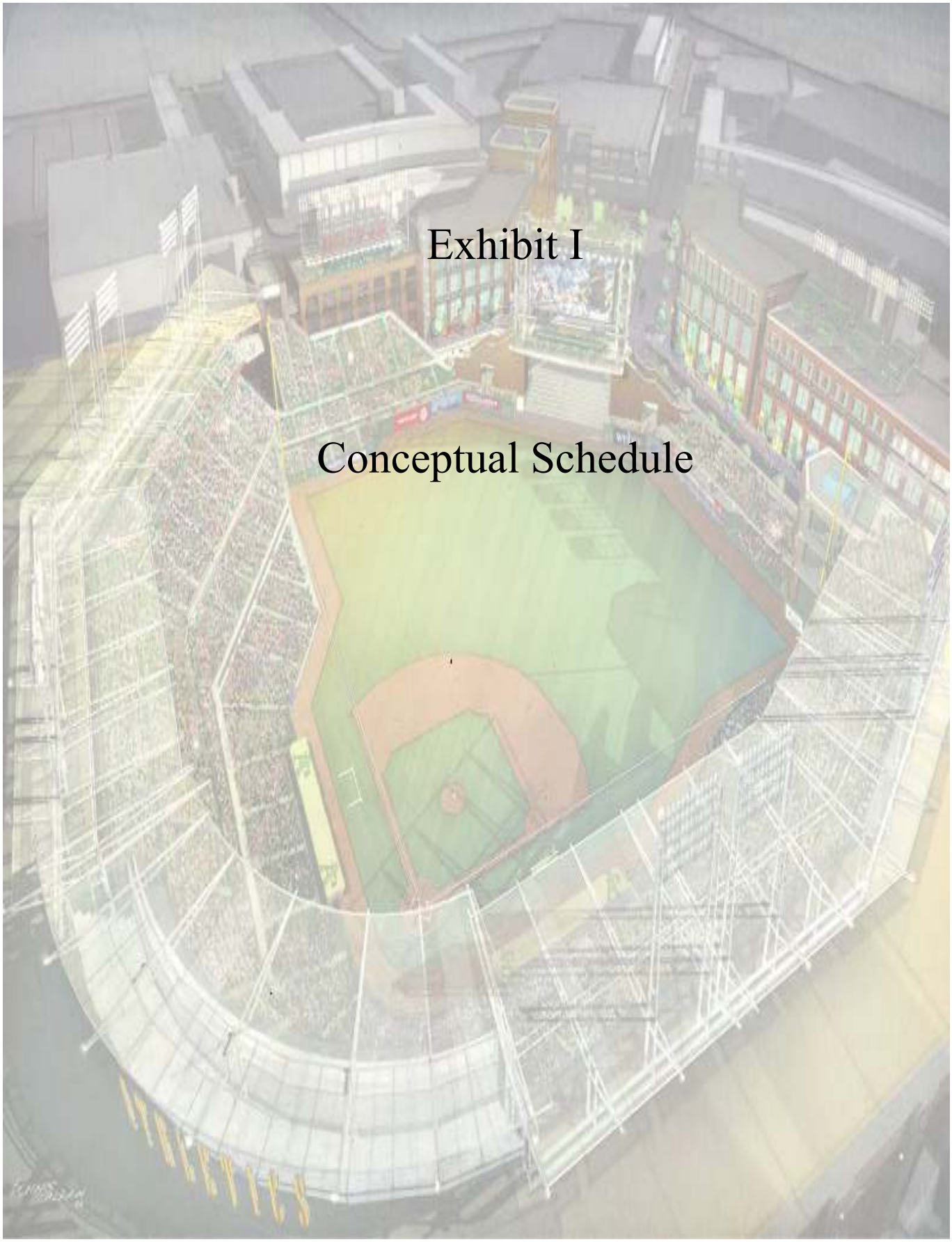


Exhibit I

Conceptual Schedule

APPENDIX I - CONCEPTUAL SCHEDULE

Draft - December 22, 2009

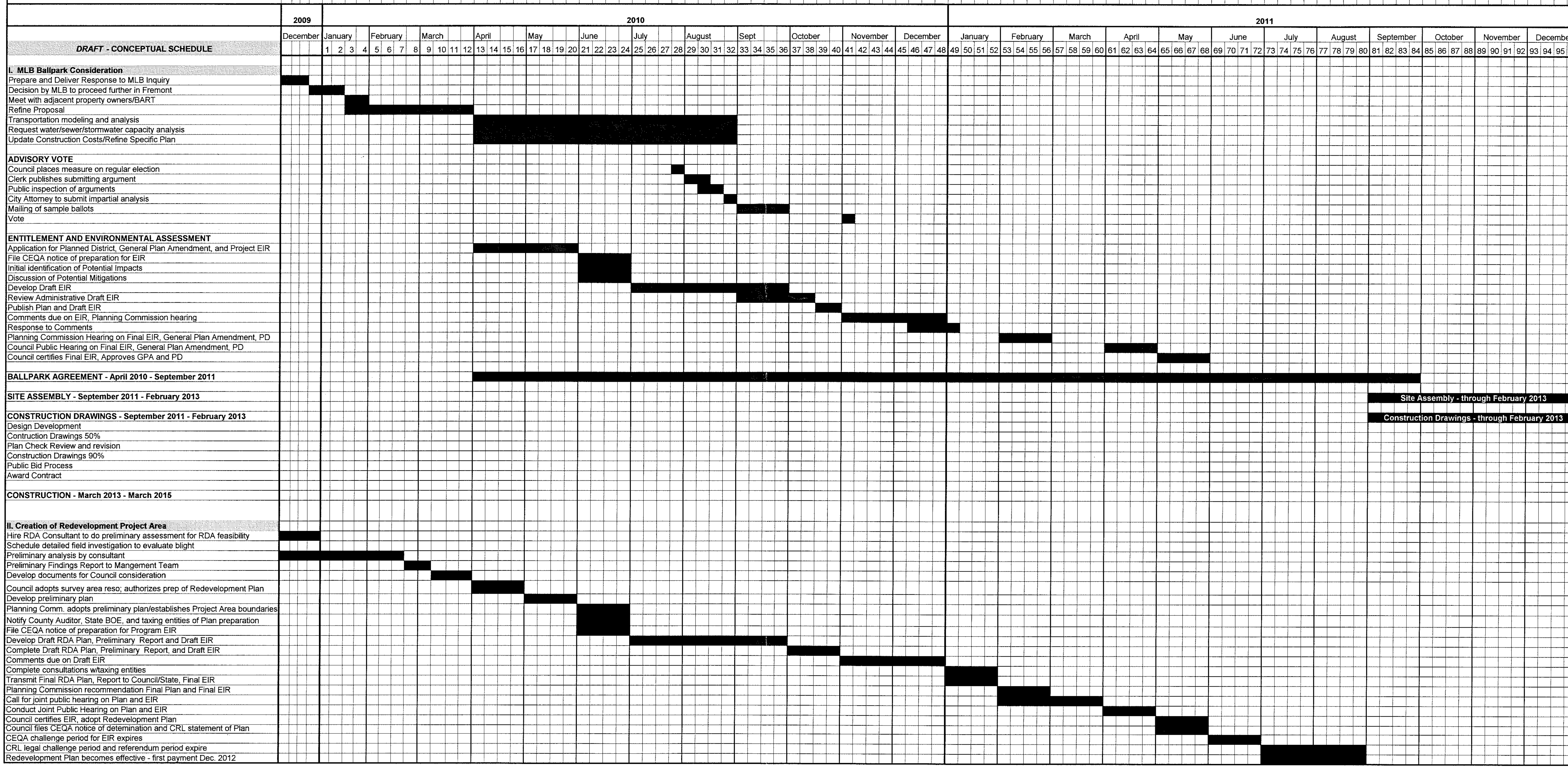
SCHEDULE SUMMARY

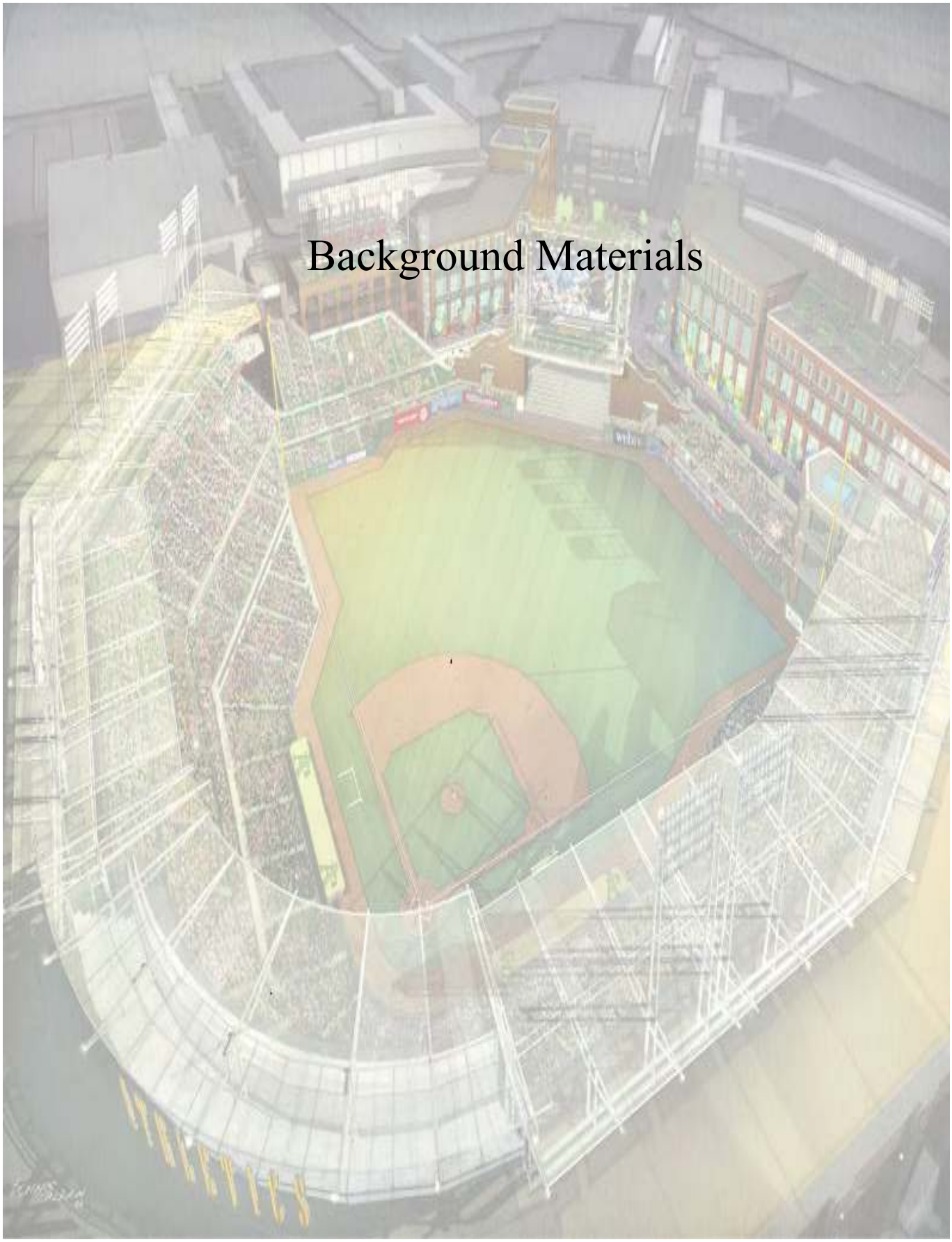
Spring 2010-August 2011 – City considers approval of Ballpark land use entitlements, Redevelopment Plan, and Ballpark Development Agreement including appropriate California Environmental Quality Act (CEQA) documentation.

September 2011-February 2013 – Assemble site, prepare working drawings and obtain construction contracts for Ballpark and on- and off-site infrastructure.

March 2013-March 2015 – Construction of Ballpark and on- and off-site infrastructure.

Opening Day 2015 – Ballpark opens





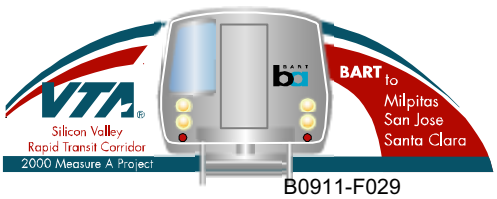
Background Materials

Date Received November 12, 2009 SVRT/PDCC P0501-PW-09-0708

Silicon Valley Rapid Transit Program

Executive Summary Report

September 2009



B0911-F029

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EXECUTIVE SUMMARY

Program Highlights and Milestones Achieved

The BART Silicon Valley Extension's Engineering Readiness Work (ERW) phase began on January 2, 2009. Work during this phase will focus on the Environmental process, FTA New Starts application, and resolution of major issues in preparation for the next phases of design and construction of the Program. This report covers work executed in September 2009 and is organized by the follow groups of projects/activities: BART Silicon Valley Extension (SVX) and Corridor Establishment & Maintenance (CEM). Projects reported under SVX include the Silicon Valley Berryessa Extension Project (SVBX) and Silicon Valley Santa Clara Extension Project (SVSX). The report under CEM covers the Freight Railroad Relocation (FRR) activities and Municipal Cooperative Projects (MCP).

BART Silicon Valley Extension

Silicon Valley Berryessa Extension Project

Northern Area Guideway

The Northern Area Guideway Design Team issued a report on the study of alternatives for the crossing at Dixon Landing Road. The report describes and compares the alternatives, and presents costs for the implementation of the alternatives. Efforts on design of relocation of utilities South of Curtis Avenue progressed with the Team listing properties for field investigation. This listing was issued to initiate the process for seeking permits to enter the identified properties. Efforts to support early right-of-way (ROW) acquisition progressed.

Project-Wide Stations

The Project-Wide Stations Design Team issued a technical memorandum on the development of the art work for the Milpitas Station, presenting the concepts developed by the artists and area of design change to accommodate the art. The Team circulated for review, a draft report on the study of the smoke and heat behavior in the event of a train fire in the Milpitas Station during windy conditions. They responded to comments on the technical memorandum on the location of rail lubricators in Milpitas Station and will update the memorandum to reflect the resolution of the comments. A kick-off meeting with the Campus and Parking Structure Design Team was held on September 22, 2009. This Team will prepare conceptual plans for the campus and parking structures at Milpitas and Berryessa Stations.

Project-Wide Systems

The Project-Wide Systems Design Team continued to support the ROW requirements for SVBX and presented alternatives for the location of a High Voltage Substation.

Design Integration

The Design Integration Team conducted workshops to review BFS section changes that may significantly impact the project cost. They incorporated comments received from the Guideway, Systems and Stations design teams on BART Facilities Standard 2.0 (BFS) to their assessment report. They briefed the SVBX Management Team on the Risk Mitigation Management Plan, a plan developed to address secondary risks identified in the Risk Assessment workshops conducted by Project

Management Oversight Contractor (PMOC). The Team issued updated Risk Register and Risk Management Training Plan and completed risk analysis on the project summary schedule.

Silicon Valley Santa Clara Extension Project

Central Area Guideway

The Central Area Guideway Design Team continued coordination of draft cost estimates with independent estimators, for the one-wall versus two-wall alternatives for underground stations. The alternatives are being explored for cost savings. They continued to prepare as-built drawings and geotechnical plans and profiles based on data collected from the field investigation in August. The Team conducted final test on Los Angeles Metro Gold Line Eastside Extension to confirm performance of high resilient ties. Analysis of field test data began and the Team plans to circulate a draft test report for review in October.

Project-Wide Stations

The Project-Wide Stations Design Team initiated review of comments received on the draft technical memorandum on the proposed resolutions of three issues concerning the Diridon/Arena Station. They plan to finalize the memorandum in November.

Project-Wide Systems

The Project-Wide Systems Design Team continued to develop a fire suppression system for underground station systems equipment rooms with the San Jose Fire Department. They plan to finalize a technical memorandum on the proposed fire suppression system in October. The Team continued to prepare a Request for Variation to BART Standards concerning Fan and Damper Control Panels for the Ventilation System.

Corridor Establishment & Maintenance Activities

Freight Railroad Relocation

The Freight Railroad Relocation Design Team initiated resolution of review comments received on the 65% design package for the Wrigley Creek Improvement contract. They plan to finalize the Issue-for-Bid documents in the last quarter of the year. Preparation of a Mitigated Negative Declaration for the Wrigley Creek Improvement contract continued and is scheduled for adoption at the February 2010 VTA Board meeting. The Team continued to review deliverables and respond to requests for information submitted by the contractor for the Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation contract. The Design Team continued to support the ROW acquisition efforts for the Mission Blvd/Warren Ave UPRR Railroad Relocation contract.

In the Mission Blvd/Warren Ave UPRR Railroad Relocation contract area, Kinder-Morgan, a pipeline transportation and energy storage company, welded casing pipes and mobilized their horizontal drilling equipment. Horizontal drilling is expected to commence in October with the cutover to the new line expected in November 2009. Relocation of all telecommunication utilities continued with trenching and horizontal drilling. All utility relocation activities in the Mission Blvd/Warren Ave UPRR Railroad Relocation contract area are expected to be completed by February 2010. Work on the Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation contract progressed with the

contractor completing a portion of interior wall construction for the Berryessa Creek box culvert with the top slab and exterior walls ready for concrete placement in early-October. This portion of work is on schedule for completion by October 31 in compliance with environmental restrictions. The steel casing for the relocation of a sanitary sewer line at the Abel Street overhead bridge location was installed with the sewer pipeline scheduled for installation in October. Work on the seismic retrofit of the Abel Street overhead bridge progressed. The contractor installed precast box culvert sections at Scott Creek and Line B locations in collaboration with UP track construction crew that temporarily removed tracks for the installation of the precast box culvert sections.

Municipal Cooperative Projects

Efforts on the development of designs for the Kato Road Grade Separation contract progressed with the Design Team circulating the 95% Plans and Specifications package for review. They also issued a report on the basis of design for the drainage facilities proposed within the Kato Road Grade Separation contract area. Acquisition continued, of the ROW needed for the Kato Road Grade Separation contract by the City of Fremont.

The contractor for the Kato Road Flood Control Improvements contract completed the construction of the second section of the box culvert. Completion of the box culvert is dependent on the relocation of PG&E facilities that were initiated in September with the relocation of an underground power and gas line. Energizing of the relocated power line is expected to be completed in October. The contractor also completed the construction of the sound wall adjacent to the first section of the box culvert.

Project Management & Support Services

Efforts to define Third Party utility relocation and agreements were progressed. Summary schedule were prepared in support of contract repackaging and contract delivery strategy studies. Preparations to upgrade the scheduling software Primavera are in progress. Development of work plans were initiated, for the preparation of updates to the cost estimate and schedule for the FTA Entry to Final Design submittal.

Efforts continued on the development of a strategy for repackaging construction contracts. A memorandum presenting two packaging options for the SVBX Project is under review. A workshop to further discuss the options will be held on October 8. Management review of a draft report on project delivery strategy continued. Concurrently, risk assessment was initiated for the two delivery methods: Design-Build and Design-Bid-Build. A report is expected in December.

Quality Assurance

In September, the Quality Assurance Team conducted Quality Awareness Training Workshop with VTA personnel assigned to the SVBX and CEM activities. The Team conducted training to the design consultants for the Campus and Parking Structure Design Team.

Environmental Planning

On September 28, FTA provided 19 comments on the *Administrative Final Environmental Impact Statement* and has indicated that there may be more comments. Most of the comments were on *Chapter*

3 Alternatives and *Chapter 10 Evaluation of Alternatives*. The Team is updating *Chapter 9 Financial Considerations* and *Chapter 10 Evaluation of Alternatives* and has initiated efforts on preparation of a response to comments received to date.

Communications and Community Outreach

Communications efforts in September included issuing a news release on September 16, about VTA constructing long-term community improvements associated with the preparation of the rail corridor for SVRT, and the efforts to complete creek and flood control improvements in Fremont and Milpitas by the end of October. The news story was picked up by KLIV radio and electronic news media. An overall project update was produced for VTA's *TimePoint* staff newsletter to run in October. VTA ended the month participating in the Warm Springs groundbreaking ceremony held on September 30th, with VTA Ex-Officio Board Member Dean Chu representing VTA in the speakers program. Several news stories ran highlighting the BART Warm Springs Extension as the first step toward bringing BART to Silicon Valley.

Community Outreach has been involved with implementing a Constituent Relationship Management (CRM) system for SVRT. In coordination with VTA Customer Service outreach staff was responsible for compiling and researching different systems and preparing documentation for the contracts department. The Team participated in a ROW tour of the railroad tracks south of Santa Clara Street in San Jose. The goal of the tour was to learn better ways to manage and use the land. Outreach continued to interface with important stakeholders along the rail corridor near Kato Rd. and Berryessa Creek. A general notice flyer was sent to about 100 homes near Kato Rd. notifying residents and businesses about impending work activities during the next several months. Outreach staff also investigated and responded to 15 additional phone/email inquiries through the project hotline/email address.

FTA Related Activities

In September, VTA submitted all documents required by the Federal Transit Administration (FTA) for the New Starts Program. The submittal included VTA's request to enter New Starts Preliminary Engineering. Subsequently, FTA issued their preliminary comments that were addressed in the September 24 conference call. A written response was issued on September 30 with additional information requested in the call.

BART Activities

The draft *BART/SVRT Station Modification Study – High-Level Costing Methodology memorandum* has been issued for review. The memorandum describes the methodology used to expand detailed capacity and costing information gathered from the Study's Station Specific Analysis for application to all 43 stations in the core system. The consultant will present the findings to BART and VTA staff at the October quarterly executive management meeting. Staff is currently evaluating the study's Master Schedule task to determine feasibility and evaluate potential modifications to best meet the needs of the study.

Fire/Life/Safety

The Fire/Life/Safety Team reviewed emergency preparedness for the FRR activities with the Milpitas Fire Department. The Team met with the Fremont Fire Department and discussions included Traffic Light Preemption System for emergency vehicles during construction. Discussions continued with the San Jose Fire Department on the undercar deluge system at Sierra/Lundy in San Jose.

Real Estate, Right-of-Way and Third-Party Coordination

The Real Estate Acquisition team conducted site visit for the entire corridor. Notes and comments generated will be addressed during the workshops planned with the design teams in October. Effort continued on the ROW database migration with the Team importing data fields from the current FoxPro database to the Real Estate Oracle based database. They developed a ROW acquisition schedule and milestones that prioritized relocation parcels for start of acquisition after FTA's Record of Decision (ROD). Ongoing efforts include the definition of ROW in coordination with the design teams and the development of a change management process for ROW acquisition.

Efforts were initiated on the first draft Master Agreement between VTA and PG&E. Concurrently, initial meetings were held with PG&E and AT&T to get concurrence between all parties on the format of the agreements. A Memorandum of Understanding for funding and delivery of the Mission/Warren/Truck Rail Project (MWT) between VTA, Alameda County Transportation Authority (ACTA), City of Fremont (COF) and Caltrans was fully executed and issued to all the parties. In addition, an amendment to the cost sharing agreement for ROW acquisition and utility relocation for MWT between VTA, ACTA and COF was also fully executed and issued to all parties. Preparation of agreements for relocation of utilities with Chevron and Air Products progressed. A first draft amendment to the agreement with Chevron is undergoing internal review and will be transmitted to Chevron for their review and comments in October. A draft amendment to the agreement with Air Products increasing the budget was issued to Air Products for their review.

Anticipated VTA Board Action Items

- October 1, 2009 – Authorize the General Manager to execute a Cooperative Funding Agreement with Alameda County Flood Control District for construction of flood control improvements to Agua Caliente Creek (Line F).
- October 1, 2009 – Authorize the General Manager to execute an amendment to the Cooperative Funding Agreement with ACTA and COF for final engineering services for the MWT.
- October 1, 2009 – Authorize the General Manager to execute new and/or amend existing contracts for SVRT Program and Planning activities.
- October 1, 2009 – Authorize the General Manager to execute a contract amendment for engineering services for SVRT Program and for design support during construction for FRR activities.
- January 7, 2009 – Authorize the execution of SVBX Utility Relocation Agreements with Utility Owners.
- February 4, 2010 – Approve an amendment to the Berryessa Creek Crossing, Abel Street Seismic Retrofit, and UPRR Railroad Relocation and Kato Road Flood Control Improvements contracts.

Areas of Concern and Action

Grant Requirements for the construction of grade separations at Warren Avenue and Kato Road: The application for funding from the Highway-Railroad Crossing Safety Account Program could not be filed on September 15, 2009, the deadline for the application. Efforts to explore work-around options are in progress.

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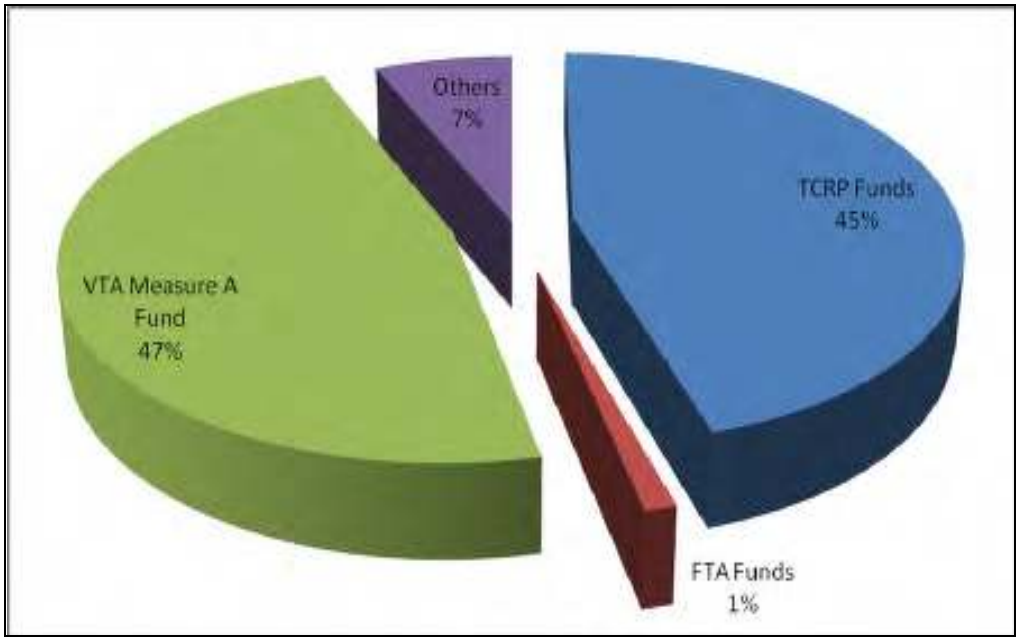
BUDGET & SCHEDULE

Budget by Fund Source

Budget by Fund Source	Current Budget[2] ($ in Millions)
Program Planning & Engineering (PPE)	
State TCRP Funds	$ 449.5
FTA Funds	$ 11.1
VTA Measure A Funds	$ 92.0
Sub-Total **PPE**	**$ 552.6**
Freight Railroad Relocation (FRR)	
VTA Measure A Funds	$ 214.3
Alameda County Transportation Authority/City of Fremont	$ 48.7
Santa Clara Valley Water District	$ 16.6
Sub-Total **FRR**	**$ 279.6**
Other Activities[1]	
VTA Measure A Funds	$ 157.7
Sub-Total **Others**	**$ 157.7**
Total Funding	**$ 989.9**



Notes:

1. Includes Newhall Yard and Mitchell Block property acquisition and management activities, and Kato Road Grade Separation activities.
2. The funding data is being reviewed and an update is expected to be presented in the October 2009 Report.

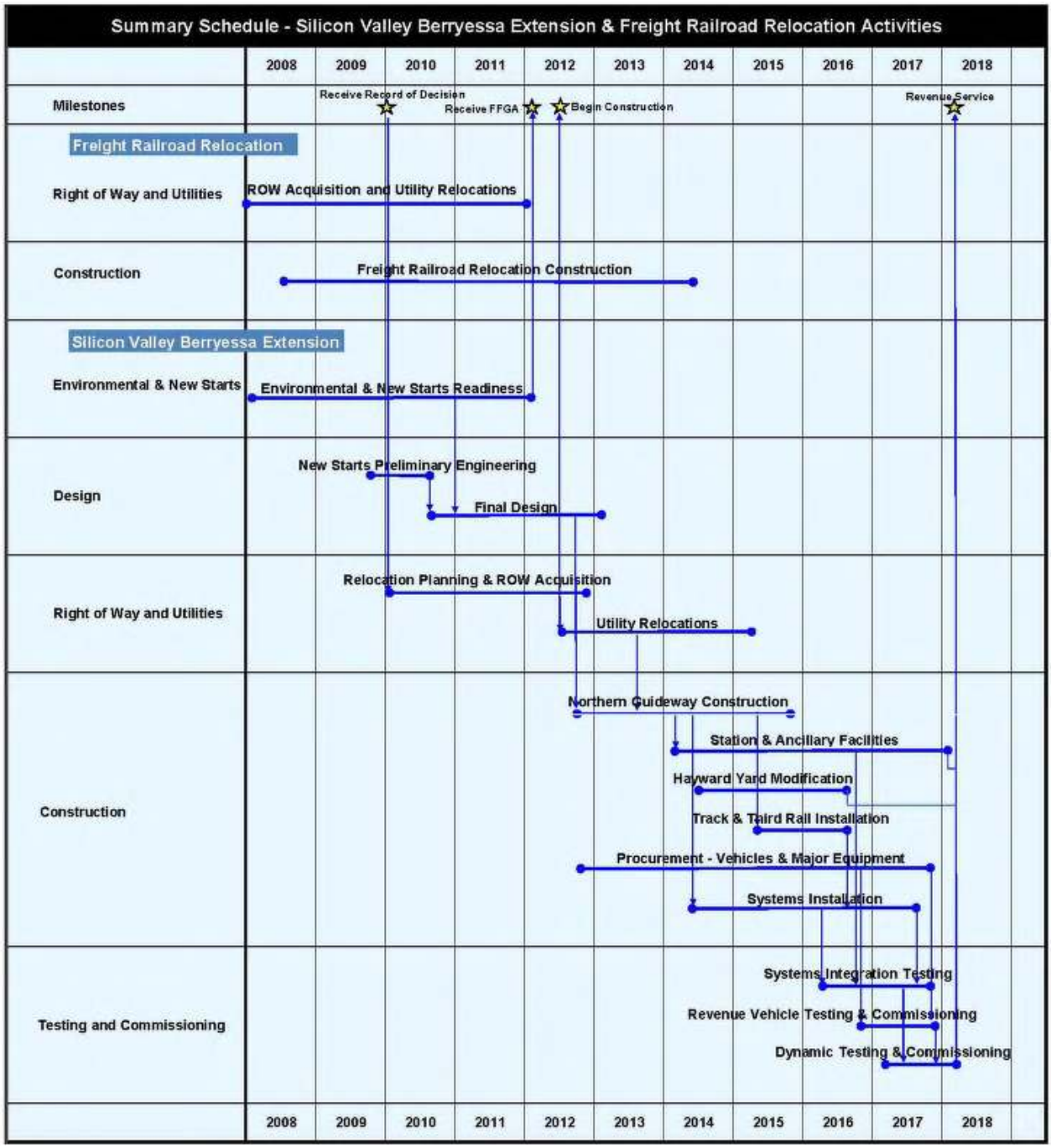
Budget Status

Program Activities	($ in Millions) Current Budget	Committed To-Date	Incurred To-Date (Sep09)[1]	Budget Balance
	A	B	C	D = A - C
Program Planning & Engineering				
Program Planning & Engineering	$ 552.6	$ 419.2	$ 385.5	$ 167.1
Sub-Total	**$ 552.6**	**$ 419.2**	**$ 385.5**	**$ 167.1**
Freight Railroad Relocation				
ROW, Freight Facilities & Utilities Relocation, Mission Blvd Widening, Warren Ave Grade Sep, Berryessa Creek Improvements (VTA)	$ 214.3	$ 143.4	$ 108.0	$ 106.3
Mission Blvd Widening, Warren Ave Grade Separation (ACTA, COF)	$ 48.7	$ 15.2	$ 10.5	$ 38.2
Lower Berryessa Creek Improvements (SCVWD)	$ 16.6	$ 8.8	$ 6.7	$ 9.9
Sub-Total	**$ 279.6**	**$ 167.4**	**$ 125.2**	**$ 154.4**
Other Activities				
Newhall Yard Acquisition & Maintenance	$ 42.6	$ 41.8	$ 41.8	$ 0.8
Mitchell Block Acquisition & Maintenance	$ 39.5	$ 38.7	$ 38.6	$ 0.9
Kato Road Grade Separation Activities	$ 54.0	$ 8.1	$ 5.5	$ 48.5
Right-of-Way & Related Activities	$ 21.6	$ 1.7	$ 1.2	$ 20.4
Sub-Total	**$ 157.7**	**$ 90.3**	**$ 87.1**	**$ 70.6**
Total[2]	**$ 989.9**	**$ 676.9**	**$ 597.8**	**$ 392.1**

Notes:

1. Data from preliminary September 2009 Monthly Cost Report
2. Totals may vary from SAP totals due to rounding

Summary Schedule



Schedule Assessment

The Engineering Readiness Work phase began in January 2009 and is tentatively scheduled to last until the end of 2009. Focus during this phase is on the FTA New Starts and Environmental processes, design issue resolutions, FRR engineering and construction activities. The draft SVBX Construction Summary Schedule represents the anticipated time frame for the construction activities from Warm Springs to the

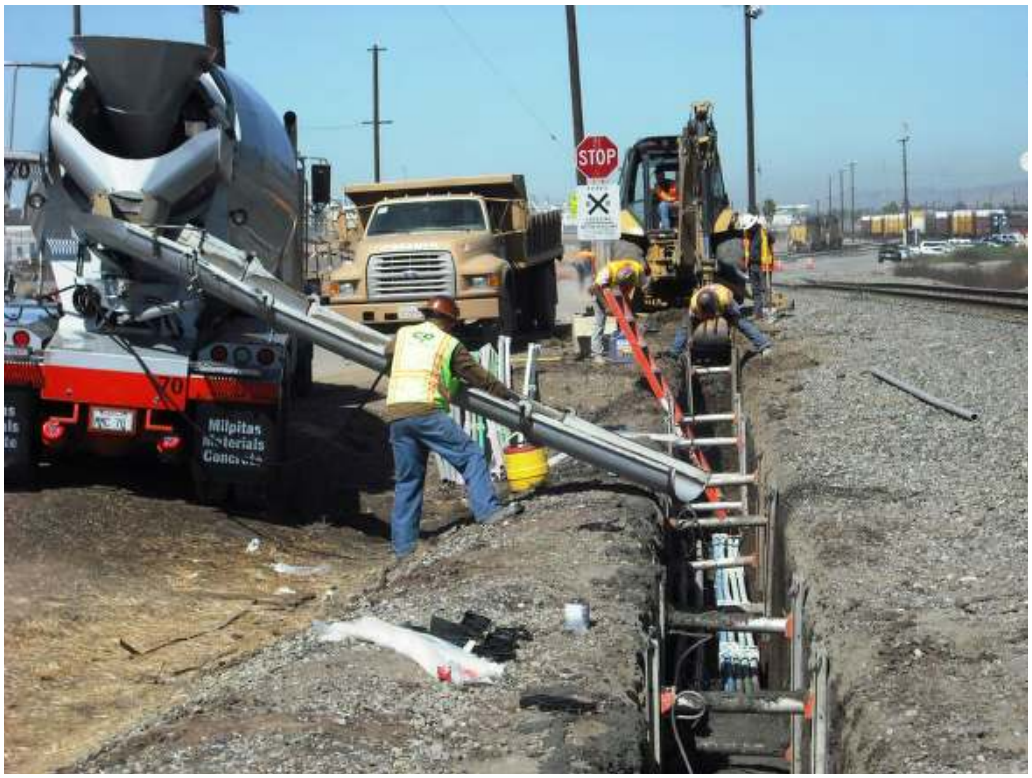
Berryessa Station area with construction scheduled to begin in 2012. Critical elements for the overall Program remain unchanged and include Environmental activities, the Federal New Starts Process, right-of-way acquisition, utility relocation, civil construction, trackwork, systems installation, start-up and commissioning.

PHOTOGRAPHS

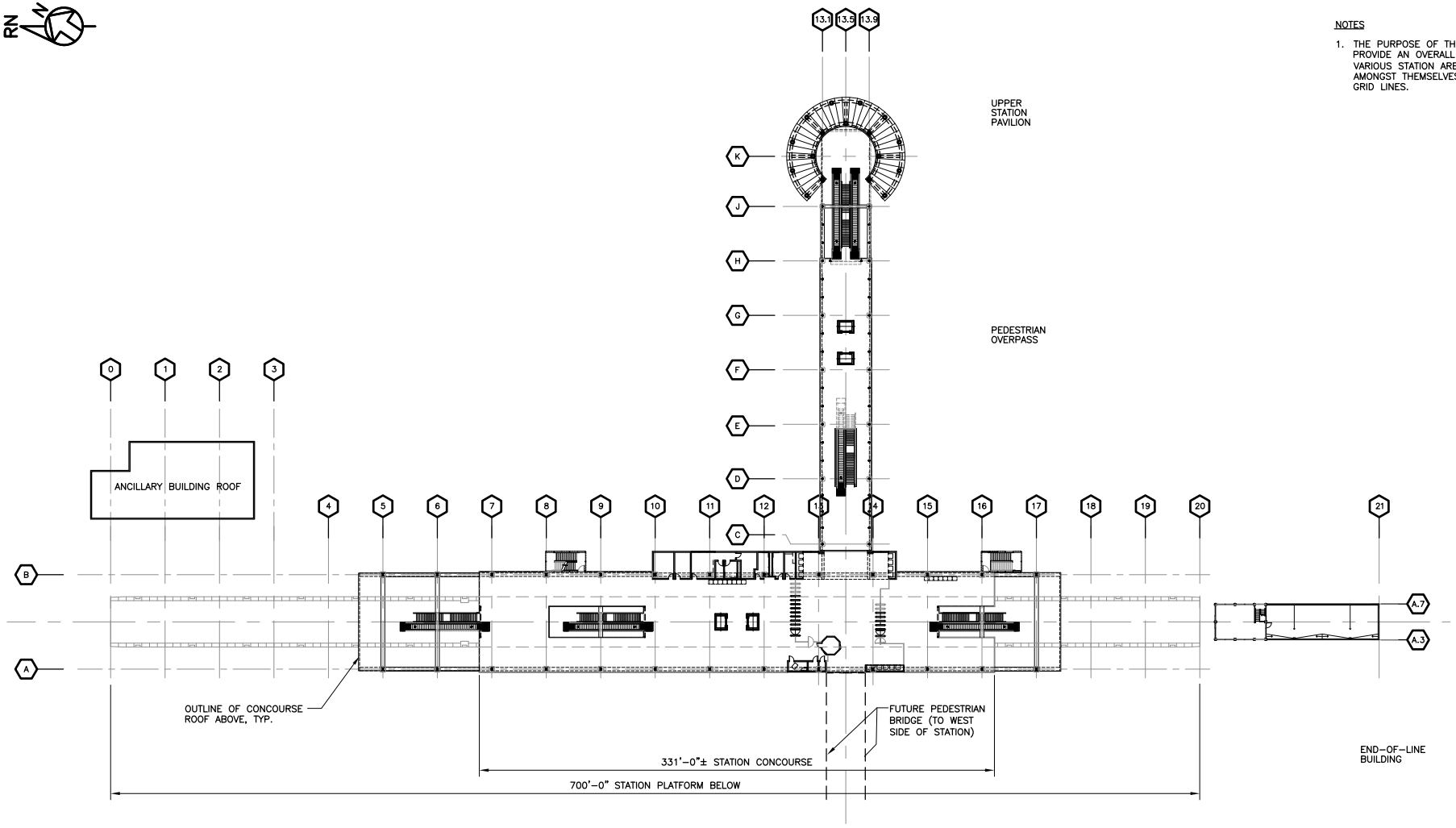
Demolition of UP Bridge at Scott Creek

Construction of Berryessa Creek Box Culvert

Installation of Kinder Morgan Pipeline in the Mission Blvd/Warren Ave UPRR Railroad Relocation Contract Area



Concrete pour over ducts for telecommunication lines in the Mission Blvd/Warren Ave UPRR Railroad Relocation Contract Area



NOTES

1. THE PURPOSE OF THE KEY PLAN IS TO PROVIDE AN OVERALL RELATIONSHIP OF THE VARIOUS STATION AREAS / BUILDINGS AMONGST THEMSELVES AND THE ORGANIZING GRID LINES.

KEY PLAN – CONCOURSE LEVEL

SCALE: 1/32"=1'-0"

1 / A502

32' 0' 32' 64'

GRAPHIC SCALE

HALF SIZE

REV	DATE	BY	SUB	APP	DESCRIPTION
P	20090918				ISSUED FOR RFP

DESIGNED: R. CHIANG
DRAWN: D. FUNG
CHECKED: J. ANGLIM
APPROVED: R. CHIANG
DATE: 20090918

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

ROBIN CHIANG & COMPANY

SUBMITTED

PB Team — BART WARM SPRINGS EXTENSION

APPROVED

WARM SPRINGS EXTENSION
LINE, TRACK, STATION, AND SYSTEMS

WARM SPRINGS STATION
ARCHITECTURAL KEY PLAN
CONCOURSE LEVEL

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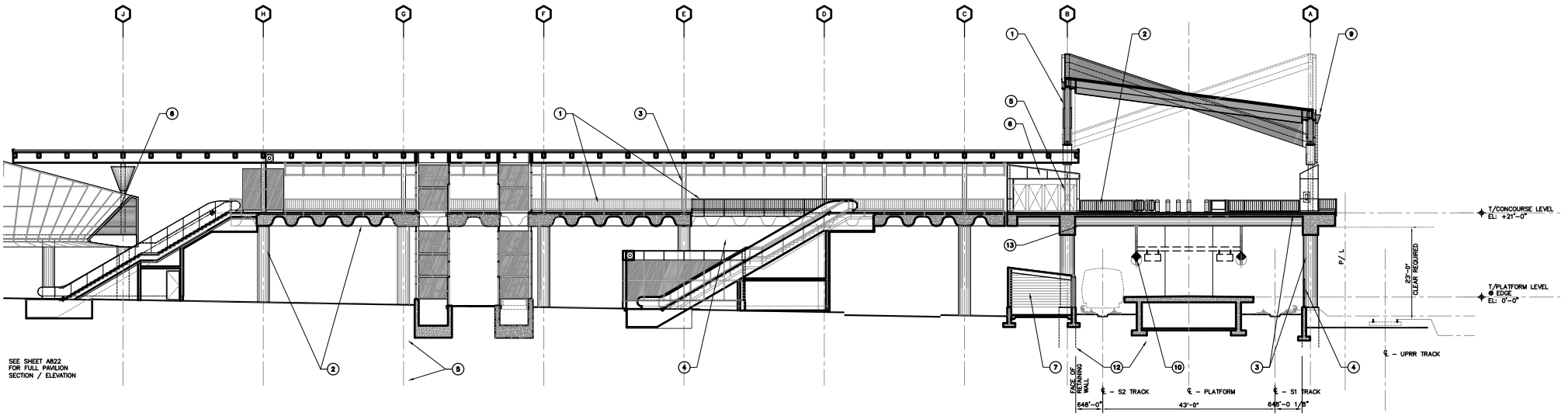
SIZE: D | SCALE: 1/32" = 1'-0"
CONTRACT NO.: 02EE-120 | REV.: P
CONTRACT SHEET NO.: A502 | PAGE NO.:



8' 0' 8' 16'

GRAPHIC SCALE

HALF SIZE

REV	DATE	BY	SUB	APP	DESCRIPTION	REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED: R. CHIANG
DRAWN: D. FUNG
CHECKED: R. CHIANG
APPROVED: R. CHIANG
DATE:

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

ROBIN CHIANG & COMPANY

SUBMITTED

PB Team
BART WARM SPRINGS EXTENSION

APPROVED

WARM SPRINGS EXTENSION
LINE, TRACK, STATION, AND SYSTEMS

WARM SPRINGS STATION
LONGITUDINAL SECTION – THRU PEDESTRIAN OVERPASS

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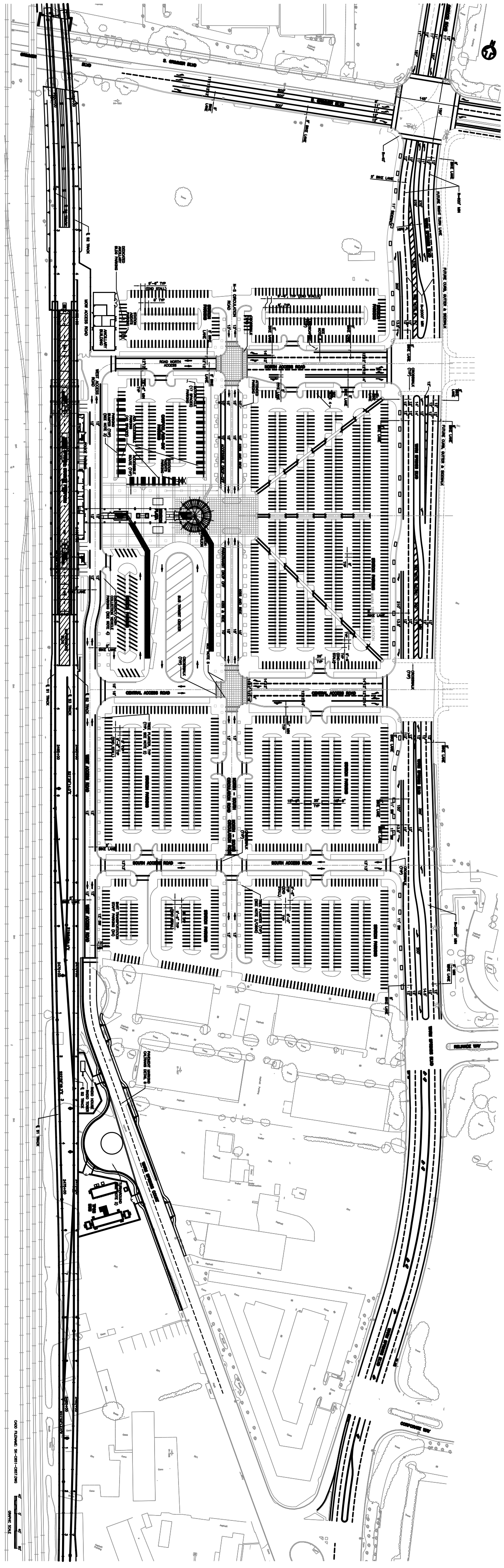
CONTRACT SHEET NO.: A537-A539 | PAGE NO.:



BAY AREA GROWTH 2030 (SOURCE: ABAG)